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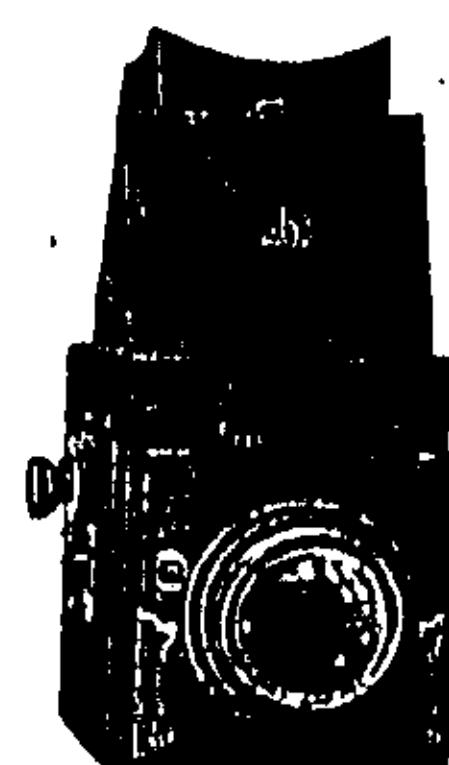
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## ENGLISH & SCOTTISH LEAGUE RESULTS & TABLES UP TO DATE

[FROM OUR OWN CORRESPONDENT]

In rest in football to-day centred in a full programme of English and Scottish League matches. Results:

First Division

Birmingham	1	Aston Villa	1	Bradford C.	3	Stoke	0	Bournemouth	2	Northampton	3*	Accrington	1	Doncaster	1*	Scottish League
Bolton	5	Everton	0	Bristol C.	0	Notts County	0	Brighton	1	Bristol R.	0	Crewe	1	Carlisle	2	0 Morton
Burnley	4	Manchester C.	2	Cardiff	1	Charlton	0	Fulham	3	Norwich	3	Darlington	0	Hartlepools	0	0 Cowdenbeath.
Grimsby	4	Sheffield U.	1	Millwall	3	Blackpool	1	Plymouth	3	Clapton O.	4	New Brighton	5	Barrow	0	1 Queen's Park.
Leeds	2	Arsenal	0	Notts Forest	0	Chelsea	0	Queen P.R.	4	Crystal Pal.	1	Port Vale	3	Halifax	0	2 The Black.
Leicester	1	Huddersfield	2	Oldham	2	Bury	0	Swindon	0	Brentford	0	Rochdale	1	Lincoln	1*	3 Dundee.
Liverpool	5	Middlesb'.	2	Preston N.E.	2	Reading	1	Torquay	4	Watford	0	Rotherham	0	Tranmere	0	4 Dundee.
Manchester	5	Newcastle	0	Southampton	4	Barnsley	0	Walsall	1	Gillingham	2	Southport	0	Hearts	1	5 Hibernians.
Wednesday	1	Portsmouth	1	Swansea	2	Hull	0	* Abandoned owing to bad wen.	0	Stockport	0	Wrexham	1	Motherwell	4	6 Aberdeen.
Sunderland	3	Derby	1	Tottenham	1	Bradford	1	Merthyr v. Coventry and New-	1	Wigan	0	Partick	2	Ayr	3	7 Ayr.
West Ham	7	Blackburn	3	West Brom.	7	Wolves.	3	port v. Southend postponed.	0	St. Mirren	3	Clyde	0	St. Mirren	0	8 Clyde.

Goals.

P. W. D. L. F. A. Pts.																						
Wednesday	22	13	4	5	63	37	30	Plymouth	22	14	5	3	53	26	33	Rangers	20	15	3	2	52	16
Bolton	23	4	6	63	24	39	32	Brighouse	22	14	4	4	47	22	29	Aberdeen	22	14	4	4	52	32
Burnley	24	4	7	45	24	38	28	Brighton	22	14	4	4	47	22	29	Crewe	21	13	3	3	48	30
Grimsby	23	4	8	43	33	28	23	Bromley	22	14	4	4	47	22	29	Darlington	21	13	3	3	48	30
Leeds	23	12	4	9	41	49	41	Brownhills	22	10	12	3	52	20	26	Dundee U.	21	13	3	3	48	30
Leicester	23	10	4	9	41	49	41	Burnley	22	10	3	7	45	22	27	Falkirk	21	12	3	7	51	35
Liverpool	23	12	4	9	43	33	28	Cardiff	22	10	7	9	44	24	27	Hibernians	21	12	3	7	51	35
Manchester	23	10	3	10	35	43	23	Charlton	22	11	3	8	34	22	27	Hamilton	21	12	3	7	51	35
Wednesday	23	9	3	11	31	33	23	Cheltenham	22	11	3	8	34	22	27	Hibernalians	21	12	3	7	51	35
Sunderland	23	8	5	10	46	45	21	Wolves	22	10	8	8	44	25	27	Hearts	21	11	2	8	43	34
West Ham	23	9	3	11	45	49	23	Tottenham	22	7	7	9	36	21	27	Motherwell	21	11	2	8	43	34
Grimsby	23	8	5	10	46	45	21	Bradford C.	23	7	7	9	36	21	27	Stockport	21	10	2	8	43	34
Burnley	23	7	6	10	38	33	20	Millwall	23	5	9	9	37	20	27	Southport	21	10	2	8	43	34
Birmingham	23	8	6	10	38	33	20	Notts Cty.	24	4	11	9	30	19	27	Stockport	21	10	2	8	43	34
Portsmouth	23	7	6	10	38	33	20	Bristol C.	23	7	5	11	30	19	27	Southport	21	10	2	8	43	34
Newcastle	23	8	1	13	43	58	18	Reading	23	5	8	10	26	23	18	Stockport	21	10	2	8	43	34
Sunderland	23	4	11	33	43	44	17	Barnsley	22	5	12	27	42	15	18	Stockport	21	10	2	8	43	34
Wednesday	23	5	7	12	37	63	16	Gillingham	22	5	12	27	42	15	18	Stockport	21	10	2	8	43	34
Grimsby	23	6	4	12	37	63	16	Merthyr	10	2	6	11	20	53	10	Barrow	20	4	2	14	19	10

AIRSHIP CHANGES

Scheme That Involves  
Cutting R.101 In Two

THE BIGGEST YET BUILT

Rugby, Last Night.  
A great change is to be made in the structure of the airship R.101. This involves cutting the airship in two and inserting another complete bay with a gasbag of about 500,000 cubic feet. The effect of this change will be to increase the lift of ship by probably six tons or more, and it will also bring the total length to about 800 feet, making the airship easily the biggest yet built, with a total gas capacity of 6,500,000 cubic feet.

It is emphasised that the operation will be a comparatively simple one. Each main frame and longitudinal girders of the ship are held together by pin joints, and to put in an extra bay all that will be necessary, broadly speaking, will be to uncouple the girders at the point of division, hoist up into position the new ring with its gasbag and a set of girders, and then re-couple the ship up on each side of the new section. Naturally, an extra bay will be placed somewhere about the point of the greatest girth and it is calculated this will have next to no effect upon the streamline shape, nor will it increase the drag to any appreciable extent.—British Wireless Service.

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Canton, Yesterday.  
With a view



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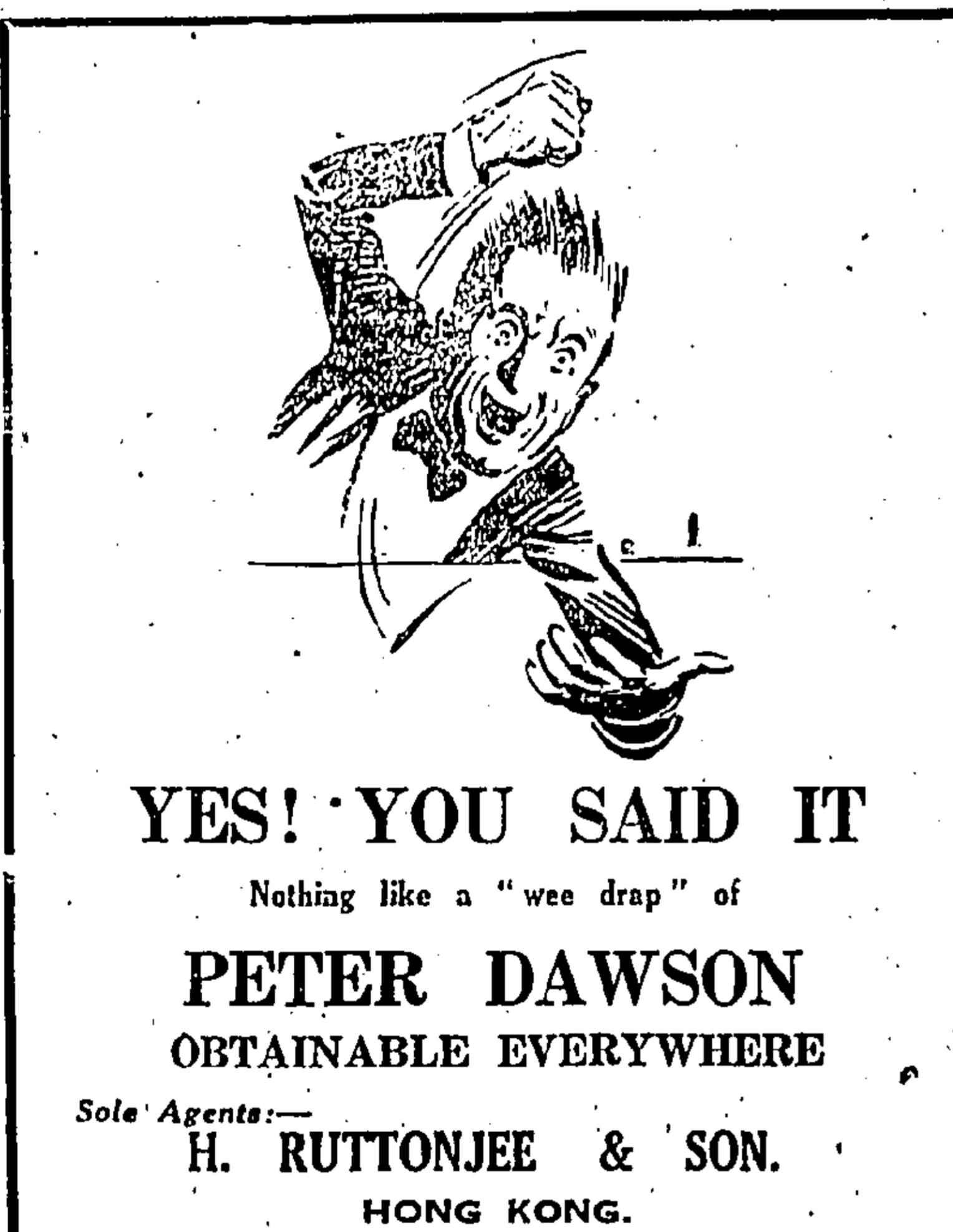
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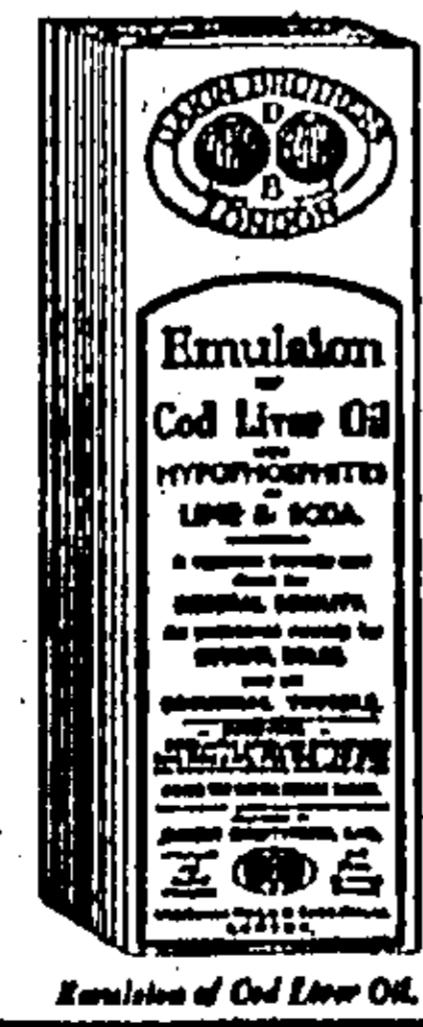
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## HOME SPORT

### FOOTBALL

#### Hawick's Strong Opening

Hawick have given the Borders a strong and confident lead in Rugby this season. They stand at the top of the championship table and look like holding on to that position for some time. A team who have already disposed of Heriot's, the Glasgow High School, and four Border colleagues in successive matches, and that decisively, must be held to command a great deal of respect. And the fact that the "Terriers" have put on an average of twenty points against the oppositions they so far met is an indication that they are also a powerful scoring machine.

As a matter of fact they are a better balanced lot than they have been for several seasons past. The forwards are up to the usual standard, and all followers of the game appreciate what that means. It is in the rear divisions however, that the improvement is more marked. With the veterans, Andrew Bowles and R. N. R. Storrie, operating the scrum, the forwards of the forwards is not thrown away and the half-backs in turn are finding the three-quarters more ready to co-operate with them. It is not three-quarters that the Mansfield lot are showing those qualities which have been lacking for so long time. The wings, A. C. Pinder and W. A. Mactaggart, are revelling in excellent form, and Vivian Gralve and W. W. Pringle as inside men are proving of great service.

**English Split Suggested**  
The instant possibility that Saturday or midweek internationals is that in certain circumstances it may lead to a split in England—a serious difference of opinion between the Association and the League. The English League have determined on mid-week internationals, and it is hinted that if the English Association do not fall into line, a situation may arise, which will be very serious and may lead to an open disagreement. That would be a remarkable state of affairs.

The League internationals might well be played on days other than Saturday, but there is a strong feeling, and it must be shared in by many in England, that it would be a breach of what might be proper to interfere with Saturday's meeting given for the real internationals.

Roughend, the old Oxford hooker, got the ball persistently throughout the first half, and at half-time had the nerves 10 points to 0 in favor of the Scottish. E. Carris, at full-back for the University, was the only man who really looked determined, and he showed himself a genuine thruster when he came up in attack. A little more of the Carris spirit outside the scrum would have done a lot of good. It was largely due to his initiative that the first try was scored by Cambridge. The tries scored by the London Scottish were accounted for by Maclyn and Maclean McCullough converted them both. Langrish played a good game at full-back.

### CRICKET

**London, November 1.**  
The first-class cricket season in Australia begins this week, the first match being between the team on the way to New Zealand and Western Australia. The season will be a busy one. There are now 12 Sheffield Shield games instead of 6, owing to the inclusion of Queensland, and Western Australia and Tasmania are waking up. For the first time, Tasmania will meet Queensland, and they will also play New South Wales on the mainland and Victoria at home. The Australian team will end a tour East, playing Victoria, Tasmania, and probably South Australia. The Australian team for England will have a full fixture list, and there will be a match on December 12 between Australia and the Rest. There is not a week from November to February which has not at least one fixture.

**Wilfred Rhodes' Birthday**  
Wilfred Rhodes has just celebrated his fifty-second birthday. Thirty-one years ago a lad from the Huddersfield district stepped on to the field at Lord's and began a cricket career which has become historic. This season, Wilfred Rhodes has been chosen to take part in the forthcoming tour of the M.C.C. team in the West Indies, and by doing so, he will realize an ambition which has long been his secret—he will have represented England to every part of the world where first-class cricket is played. As you know, Rhodes went to India for years to fulfil a coaching engagement with the Maharajah of Patiala, and he played an important part in the development of the game in that country. He has also played in Australia, New Zealand and South Africa.

**Oxford's Brilliant Play**  
Oxford University gave a brilliant display in their match with the Welsh Service, which they won by 29 points to 8. The result was not altogether expected, but the reorganization of the Oxford team seems to have had a good effect. P. C. Alexander, a centre, was injured early in the game, but other wise there were no serious mishaps. The University's new halves, T. M. Edwards and S. M. Mitcham, both "brokers" made a very good combination.

**Oxford Besten**  
Oxford University played a team including only four players from their match against the Welsh. Oxford, however, gained a decisive victory by 24 points to 14, and it was evident early in the game that Oxford had little chance of victory. The University began well Hoffmeyer scoring soon after the start, and at half time they led by 12 points to 0. In the second half, how-

### RACING

#### Record Entry for 1931 Derby

The Racing Calendar contains the entries for the classic races for 1931, and that there is no weakening of the healthy state of racing, but rather that competition is becoming keener each year, as indicated by the following comparative table of entries for the classics of the present season and of the next two seasons:

	1929	1930	1931
Darby	288	288	404
St. Leger	340	340	397
Two Thousand Guineas	240	274	270
One Thousand Guineas	225	252	268
Oaks	262	293	329

Totals ..... 1412 1497 1905

The entry of 404 for the Derby con-

### GOLF

#### Larger Golf Hole

People who advocate the larger golf hole do so largely on the grounds that the importance of putting is exaggerated at the expense of the important tests, the long game, and the approach shot. A great many people, Harry Vardon among them, consider that this would make the difficult outweighed by the relatively easy. The easiest shots in golf are shots from the tee with a brassie, iron, and Vardon.

"The easiest way to beat the way that gets the ball into the hole. And confound half the battle. In other words the putting beats the nervous player. If it is made easier the driving conditions should be made harder. No tee should be allowed for example, or something of that kind. In any case the demand for a change has taken a long time coming, the present sized hole has withstood the test of a century. In the early 19th century green were laid out at the rate of 100 feet, yet it is not until now that the complaint has been made that putting is too difficult."

**Oxford University Golf**  
Oxford University met a strong team of professionals in their match at Southfield, but they had to struggle hard to beat the Dark Blues. A start of three holes was conceded in each game and the fact that five games were won on the last green, and that four out of the twelve ten were halved showed that the condition was good. The professionals won by 9 points to 6, taking the singles by 5½ to 4½, and the foursomes by 3½ to 1½. R. H. Baugh, the Oxford captain, played a splendid game against Charles Whitcombe, beating him by 3 and 2. The heaviest defeat of the day, however, fell to the lot of J. H. Taylor, the open ex-champion. He was beaten by H. M. Ernz by 6 and 4, and explained that he "was trying that Brer Crow, baldly and ineffectually," Ernest Whitcombe won against J. P. Marston, but needed a two at the seventeenth hole to give him his margin of 2 and 1. A. C. Marples and C. Sweny alone won a foursome for the University, beating T. H. Cotton and F. H. Taylor on the last green.

**Cambridge Golf Success**  
The Cambridge team seems to have a strong team at its disposal this year. In addition to six men who played against Oxford last year, there were several seniors and four Freshmen who show considerable promise. This Light Blues showed excellent form when they beat Stoke Poges by 12½ points to 5½. The match was played over the latter's club course, and though the club team was not at full force, it was still strong to test Cambridge's capabilities. The University won the singles by 8 games to 4, and the foursomes by 4 games to 1, with one halved.

**Stage Golfing Society's Dinner**  
The annual dinner of the Stage Golfing Society was held recently, and there was present a most distinguished company, including Mr. and Mrs. and Misses W. H. Davies, and "Bill" Tilden who combines both capacities was also there. Sir Nigel Playfair, captain of the Society, mentioned on the high standard of eloquence always maintained at these gatherings, and his remarks were certainly true of this occasion. Sir John Simon made a brilliant speech, in which he proved the connection between golf and the American War of Independence, "which was fought in the streets of Boston," and developed into a battle at Bunker Hill." Other distinguished people present were Mr. A. P. F. Chapman, Sir Gerald d'Aurier, Mr. Owen Nares, and Messrs. "Plum" Warner, Sandy Herd, and Ted Ray.

**Miss Gourlay Wins at Camberley**  
Miss Molly Gourlay won the scratch prize in the autumn tournament of the Camberley Heath Ladies' Golf Club, returning a score of 82. She was actually beaten by a stroke by Mrs. L. Foley, a handicap seven player, who, elected to take the Connaught Cup with her net score of 74, thus being ineligible for the scratch award. Mrs. Foley partnered Miss M. Justice in winning the recent women's foursomes tournament at Ranelagh. Miss Justice finished second in the handicap competition, her net score being 80.

**Carners on Toast**  
The food problem of the giant Italian boxer, Primo Carners, did not grow easier as the hour approached for his meeting with Jack Stebbins at the Albert Hall.

His manager, Leo Gee, told an interviewer that the giant used to eat a 4 lb. loaf at every meal. "Now he is in training he is, of course, on toast," said Mr. Gee. "It has also had to eat out potatoes, which he would like. He is only allowed green vegetables, meat, fish, and fruit—chloey apples, bananas, and oranges. He eats 200 bananas, a week, and possibly 100 apples and oranges."

Primo has such a passion for fruit that I have seen him put away at one sitting a fruit salad which must have been something like a gallon."

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### FOOTBALL LEAGUE

#### A Great Game On Caroline Hill

#### ATHLETIC NOW LEAGUE LEADERS

#### Thrills, Spills And Marching Orders

A very keenly contested game was witnessed on Caroline Hill, the Navy defeating South China by two clear goals.

The play was very fast throughout, there being several exciting incidents during the struggle.

Van Tromp's shot was punched out by Pau Ka-ping, and gathered by Cann, whose shot struck the bar to rebound into play, Gould finding the net with Pau Ka-ping standing bewildered.

Stephenson and Tilley received minor injuries and Gould had to be carried off in pain, suffering from a bad kick and a wrenched ankle; he was unable to return. This victory puts the Navy in striking distance of the League's leadership.

A further change in the Senior table has taken place as the result of the Athletic's victory over Kowloon yesterday, while the Police still remain at the bottom without a victory.

Three players were ordered by referees to leave the field of play for the dressing rooms. They were all junior players—Santos of the Recreio, Chu Chin-hong of South China "B" and Sellah of Eastern.

#### RESULTS AT A GLANCE

Division I.		Division II.	
South China	0	Navy	2
Recreio	1	St. Joseph's	2
Kowloon	2	Athletic	4
Police	1	Club	3
R.A.	0	K.O.S.B.	1

#### LEAGUE TABLES TO DATE

Division I.		Division II.	
P. W. D. L.	F. A. Pts.	P. W. D. L.	F. A. Pts.
Athletic	10 7 2 1 23	7 16	23 19 1 3 0 0 15 39
K.O.S.B.	12 6 4 2 18	8 10	13 12 0 1 0 43 4 26
Somersets	9 7 1 1 10	6 15	10 10 3 2 51 11 23
Navy	10 6 2 2 21	14 14	8 3 5 1 37 24 19
South China	9 5 1 3 18	8 11	11 9 1 1 36 13 16
Kowloon	9 3 3 3 13	12 12	12 2 2 1 22 39 12
R.A.	11 4 1 6 16	6 6	13 5 2 5 29 32 11
Club	9 2 2 5 10	10 6	14 4 3 6 17 22 10
St. Joseph's	10 3 0 7 10	20 6	13 2 5 6 18 30 7
Recreio	9 2 1 0 10	20 5	11 3 1 7 13 33 7
Police	10 0 1 9 9	31 1	12 0 4 8 12 39 4

#### Division I.

#### SOUTH CHINA v. NAVY

##### An Interesting Game

These two elevens met on the Caroline Hill ground, a fair crowd being in attendance when Mr. F. Smith lined up the following players:

South China: Pau Ka-ping; Li Tin-sang, Lau Mau; Leong Yin-chuan, Leong Wing-tak, Leong Wing-chiu; Cheung Shiu-hong, Chi Kwok-lun, Fung King-cheong, Tong Kwan and Ip Pak-wa.

Navy: Jarvis; McGregor; Jones; Stephenson, Tilley; Bell; Van Tromp, Firth, Cann, Gould and Small.

##### Long Range Shot

With the Navy kicking off Pau Ka-ping was soon brought into action by Firth and after an effective clearance, the Chinese forwards made a dangerous rush in which Cheung Shiu-hong, after beating both McGregor and Jones on the run, had the misfortune to fall when in the act of shooting.

The Navy then held their opponents and tried to get near enough to shoot, but Li Tin-sang was cleared.

From a corner kick centered by Cheung Shiu-hong the ball was sent behind to relieve the Navy lines.

A minute later Cheung Shiu-hong came very near to opening the scoring when his swerving long range shot dropped on the bar, to bounce behind.

The Navy then got going and following a series of good passes, Pau Ka-ping picked up neatly from a low drive by Van Tromp.

Gould sent in two fast shots but Pau Ka-ping was not to be beaten.

##### Open Goal

A partial clearance was made Lau Mau putting behind for a corner.

From the flag kick a melee resulted and after Pau Ka-ping had saved twice, the ball was luckily scrambled away.

Returning to the attack, Pau Ka-ping had to deal with a stiff one from Cann and again the Chinese were in luck's way in clearing their goalmouth.

The Navy were now having the better of the exchanges in midfield but their opponents' defence held out well.

South China made a threatening breakaway, but McGregor broke up the attack.

Play was then confined to midfield for a few minutes till South China broke away, and, under pressure, McGregor gave the spectators a shock by tapping back to Jarvis out of his reach with two attackers close at hand.

With Jarvis lying on the ground Chi Kwok-lun gained possession and centred a yard in front of the goal the shot only to go to waste, the

Navy taking the ball to the other end.

A very clever clearance was brought off by Li Tin-sang, who, facing his own goal, kicked an awkward dropping shot over his head with attackers on either side of him. Just before the interval whistle the Chinese forced a corner which was cleared.

Play had been very fast and exciting, with both teams playing well and fighting hard to open the score.

The Navy had slightly the better of the exchanges.

##### Half-time:

S. China ..... 0

Navy ..... 9

##### Navy Open Scoring

Immediately after the resumption a good movement was spoiled by Ip Pak-wa being in an off-side position.

A minute later Tilley received a nasty ankle kick and limped badly for a while.

Van Tromp came very near, but Lau Mau robbed him in the nick of time.

The Navy were now making their pressure felt, but another chance was missed after Van Tromp had worked a good opening for Firth to centre, with Cann out of position.

Another rush then took place Fung King-cheong finishing off the run with a shot that just missed the upright.

Again the Chinese came but the timely intervention of McGregor called half to Ip Pak-wa.

Li Tin-sang then got into difficulties, being forced to concede a corner to relieve the tension.

The flag kick was not properly cleared and after Cann's shot striking the upright, Firth caught the rebound to beat Pau Ka-ping with a hard, rising shot. Jarvis was tested in the next minute by Fung King-cheong but he cleared well.

Van Tromp cut in to send in a stinging drive but found Pau Ka-ping capable of dealing with it.

##### Player Carried Off

Not to be done, Van Tromp, again on the aggressive, started an exciting moment, his shot being pushed out by Pau Ka-ping. Cann next tried his luck only to strike the bar, but Gould gained possession of the rebound to find the net with Pau Ka-ping standing bewildered.

Shortly after, Gould received a bad kick on the ankle, being in agony; he had to be carried off the field and did not return.

After the resumption of play Van Tromp shot just over.

A run down the wing by Ip Pak-wa was finished off by putting his angle shot just over the bar.

Stephenson then received an injury but after attention he resumed play.

The Chinese were still making determined efforts to reduce their arrears and Ip Pak-wa came very close with a low drive that just missed the further upright.

The final whistle then concluded a fast and interesting game, the Navy holding value for their two goals victory and, at the same time, South China forcing them to go "all out" for that verdict.

Result:

South China ..... 0

Navy ..... 2

##### RECREIO v. ST. JOSEPH'S

Played at King's Park

In a keen tussle, St. Joseph's beat the home team by the odd goal in three.

The "Saint's" forwards were quicker on the ball than their opponents and fully deserved their narrow victory.

The following teams lined out under Mr. Stokes:

Recreio—Beltrao; Silva, Netto,

Marques; Lawrence, Remedios,

Figueiredo; Gosano, Ward, Roza,

Perreira, Rocha and Santos.

St. Joseph's—Rocha; Hyder,

Gomes; Skinner, Wright, O. Omar;

R. M. Omar, Souza, Sansom, Jackson

and Cobb.

##### Sound Defence

Winning the toss, Recreio elected to defend the Club House end.

Play was fast on the opening, St.

Joseph's having the better of exchanges, during which Souza sent in a hard drive which missed the bar by inches.

The ball was then transferred to the "Saints" half and Rocha opened the scoring for his side with a shot which Silva Netto had the misfortune to deflect into his own goal.

End-to-end play ensued for a time, ending with a break away by the "Saints" forward, where Jackson test ed Beltrao with a hard drive.

However, neither custodian was severely tested, both custodians playing a sound game, and half-time came with no "Saints" not deserving to be a goal arrears.

Recreio ..... 1

St. Joseph's ..... 0

##### Fine Chance Missed

Resuming, the "Saints" were quick

to attack but the ball was cleared and taken to the other end, where Rocha saved well from Roza Perreira, and later was rather lucky to be in position when Ward shot hard.

St. Joseph's efforts were at last rewarded during an attack upon the Recreio goal, when Beltrao, in clearing the ball, kicked it against Lawrence, from whom it rebounded into the net.

Inspired by this success St. Joseph's again came up and forced a corner.

From the kick, Santos headed the ball into the net well off of Beltrao's reach to give his side the lead.

Play continued to be in St. Joseph's favour, the Recreio goal having a narrow escape when Beltrao cleared it from a scrimmage.

During a brief attack by Recreio, Hyder effected a skillful tackle and sent Santos away to send in a fine shot, which Beltrao had some difficulty in saving.

Later, a fine chance of equalising was missed by Gomes, who after a brilliant run down the field shot wide with only the goalkeeper to beat.

## LOCAL CRICKET

Craigengower Surprise Hong Kong C.C.

## A. T. RUMJAHN'S MERRY KNOCK

Royal Navy And Indians Draw At King's Park

## CLEVER BOWLING

Of the League games down for play one was postponed and one team failed to put in an appearance for their match. Hong Kong Cricket Club opened rather badly, having the misfortune to lose Moor, who was run out.

Craigengower made a fairly respectable first wicket stand, with H. Lim and E. Zimmoern batting in fine style. Hong Kong C.C. could only manage to draw with Craigengower. Omar was deadly with the ball, taking 6 wickets for 28.

Some interesting cricket was seen at King's Park between the Royal Navy and the Indian Recreation Club, Lieut. F. M. R. Stephenson excelling with the bat for the Navy and A. A. Rumjahn for the Indians.

The Indian 2nd XI on their own ground narrowly defeated the R.E. and R. Signals by a margin of 24 runs. The Sappers, after a very poor start, managed to knock up a useful score.

Of the friendlies mention must be made of the wonderful performance of B. G. Baker, of the Police Recreation Club, in the match with Hong Kong Electric. He took 9 wickets for 30 runs, including the hat trick, his last 6 wickets falling for no runs.

## League—Division I

CRAIGENGOWER v. H.K.C.C.

Craigengower sprang a surprise when they forced a draw with Hong Kong C.C. at Happy Valley.

Craigengower opened the batting with Lim and Zimmoern who made a creditable stand. Owen Hughes made these two his victims with his bowling. Sillitoe brought off a catch for Parker, the unfortunate batsman being S. Abbas, who scored only a solitary one before being dismissed. The next three wickets did fairly well, scoring double figures.

Parker excelled for the Hong Kong Club, taking 4 for 27. At this stage the score board registered 172 and it was decided to have an interval, the remaining two batsmen being not out.

After the interval Hong Kong Club, who had to make 172 runs to get a draw, had the misfortune to lose Moor, who was run out after scoring 8. Omar was now beginning to find his length and was getting deadly with the ball. He dismissed Sillitoe, who was caught by Way. Duckitt was caught after having scored a couple by Omar.

The next three batsmen scored double figures, but the remaining batsmen, with the exception of T. E. Pearce, who had a merry knock of 37, offered little opposition to Omar. Omar excelled himself by taking 6 wickets for 28 runs.

Scores as under:

**Craigengower C.C.**

H. P. Lim,	c Parker,	b Owen Hughes	28
E. Zimmoern,	a b Owen Hughes	34	
S. Abbas,	c Sillitoe, b Parker	1	
A. B. Hanson,	c Duckitt, b Beck	27	
U. Omar,	b Bowker	15	
R. C. Reel,	c Parker, b Beck	17	
J. Champion,	b Parker	6	
F. Zimmoern,	b Parker	14	
F. Oliver,	c Bowker, b Parker	7	
R. Lee, not out		1	
W. K. Why, not out		3	
Extras		10	
Total (for 9 wkt.)		172	

**BOWLING ANALYSIS**

O. M. R. W.	
A. R. Sillitoe	10 0 33 1
B. G. Baker	10 0 38 2
Parker	11 2 27 4
Owen Hughes	8 0 43 2
Sillitoe	3 0 12 0

## League—Division II

I.R.C. 2ND XI v. R.E. &amp; R. SIGNALS

**Sappers' Tail Wag**

This match was played on the Indians' ground at Soakumpoo. The R.E. and R. Signals batting first, did not appear to get settled, having six wickets down for 22. Harrison stopped the rot by hitting out merrily. He was joined by Licence and the partnership put on 56 runs. Licence was missed, three times whilst scoring his 29, but was caught behind the wicket by S. Ismail.

The Indians played well throughout and were unfortunate in losing Arculli who was clean bowled by Harrison.

Sillitoe bowled well, taking 4 wickets for 15 runs for the Indians. Harrison took 5 wickets for 39 for the Sappers.

**Scores:**

F. E. & R. Signals	0
Q.M.S. Mitchell, J. Rumjahn	0
L/Cpl. Phillips, b Sillitoe	1
L/Cpl. Licence, c Arculli, b Sillitoe	1
L/Cpl. Gough, c Arculli, b Sillitoe	1
L/Cpl. Saunders, b Sillitoe	1
L/Cpl. Macdonald, c Barma, b Arculli	1
Corp. Devall, & b Arculli	1
Sergt. Harrison, not out	21
L/Cpl. Licence, c Ismail, b Sillitoe	29
Khan	0
Sinn, Baldwin, b Madar	0
Sinn, Arifson, b Sillitoe	1
Extra	1
Total (for 9 wkt.)	74

**BOWLING ANALYSIS**

O. M. R. W.	
A. R. Sillitoe	12 4 28 6
Omar	10 0 56 1
Lee	4 0 13 1
Oliver	3 0 24 0

## ROYAL NAVY v. INDIAN R.C.

Played at King's Park, the Navy drew with the Indians, with whom heavy scoring was the order of the day. A. A. Rumjahn scoring 80, not out, which consisted of 11 fours. A. K. Minu also compiled a useful score of 42 before being stumped by Cross.

Interval time approached and with 172 for 4 the Indians brought their innings to a close.

After the interval Lieut. F. M. R. Stephenson did his best to help with a very nice score of 68 before being caught by Ismail. Squadron Leader C. Bournphrey added 27 to the Navy score before being caught by Rumjahn off Madar. By this time the light was getting bad and at

## BOWLING ANALYSIS

## KOWLOON GALA

## Football Club Programme Announced

## MOTOR-CYCLE FOOTBALL

The Police Recreation Club played the Hong Kong Electric on the Police ground at Happy Valley. Baker, of the Police, put up a wonderful performance, taking 9 wickets for 30 runs, including the hat trick. The last six wickets fell for no runs.

Police R.C. 189 (W. L. Meadow, C. F. Alexander 86, T. Hunter 23). Hong Kong Electric 62 (B. G. Baker 9 for 30).

**R.A.S.C. v. LANE, CRAWFORDS**

Played at Soakumpoo. Lane, Crawfords beat the R.A.S.C. by one wicket in friendly. This was a low scoring match but was thoroughly enjoyed. Scores as under:

R.A.S.C. 54 (Fry 26), Overy taking 7 wickets for 24 runs.

Lane, Crawfords 65 for 9 (Hampton 20), Fry taking 4 wickets for 23.

## HONG KONG C.C. II. v. C.C.C. II.

Played on the Hong Kong Cricket Club ground. Craigengower batted first, making a score of 35 for 9. Dlyett took 7 wickets for 10 runs.

Hong Kong C.C. 2nd XI replied with a score of 45 for 4. Muskett took 2 wickets for 16 and Kitchell 2 for 5.

## H.K. GOLF CLUB

## Starting Times For To-day

The following are the starting times for the Royal Hong Kong Golf Club games to-day.

9.24 a.m. H. H. Lennox, E. D. Lawrence.

9.28 " R. E. Coxon, R. Young.

9.32 " J. Ralston, S. Berg.

9.36 " H. Hampton, W. S. Hillier.

9.40 " B. Petheram, J. Jones.

9.44 " J. P. Warren, R. K. Valentine.

9.48 " E. Lewis, S. S. Perry.

9.52 " F. M. Ellis, S. J. H. Fox.

9.56 " A. Piercy, J. Gardner.

10.00 " P. Morrison, W. A. Butterfield.

10.04 " E. P. Fletcher, E. D. Matthews.

10.08 " C. Shank, B. J. Lacon.

10.12 " I. H. Genie, C. Mycock.

10.16 " A. C. I. Bowker, A. H. Penn.

10.20 " G. B. S. Thomson, D. S. Edward.

10.24 " S. T. Butlin, W. J. S. Key.

10.28 " A. G. Coppin, D. Ellis.

10.32 " W. G. Lorimer, J. Harrop.

10.36 " A. Anderson, A. B. Purves.

10.40 " A. O. Brown, E. des Voeux.

10.44 " T. Grant, M. Liddel.

10.48 " E. Grimble, V. M. Grayburn.

10.52 " J. R. Hinton, J. R. Collis.

10.56 " A. E. Lissaman, L. R. Andrews.

11.00 " J. Forbes, C. E. Moore.

11.04 " W. B. Cornaby, R. A. Campbell.

11.08 " O. Eager, W. J. Roberts.

11.12 " J. Coulthart, G. E. Ellams.

## STANDARD TIMES

## Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for December (Standard time of the 120th Meridian, East of Greenwich), are as follow:

Sunrise Sunset

January a.m. p.m.

1 7.03 5.59

2 7.03 5.51

3 7.04 5.61

4 7.04 5.62

5 7.04 5.63

6 7.04 5.64

7 7.05 5.64

8 7.05 5.65

9 7.05 5.66

10 7.05 5.67

11 7.06 5.67

12 7.06 5.68

13 7.06 5.69

14 7.06 5.69

15 7.06 5.69

16 7.06 5.69

17 7.06 5.69

18 7.06 5.69

19 7.06 5.69

20 7.06 5.69

21 7.06 5.69

22 7.06 5.69

23 7.06 5.69

24 7.06 5.69

25 7.06 5.69

26 7.04 5.69

27 7.04 5.69

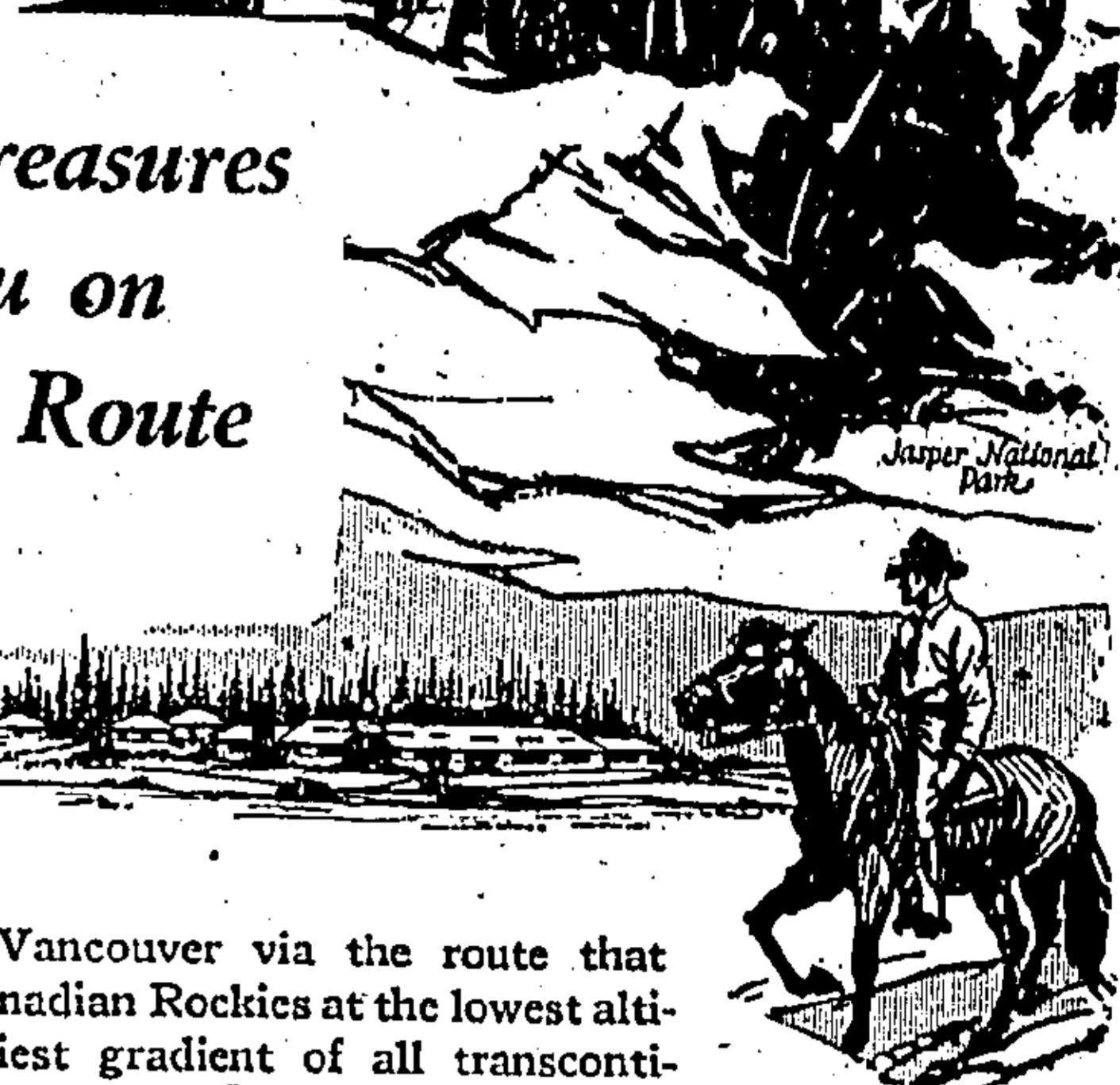
28 7.04 5.69

29 7.04 5.69

30 7.03 5.69

31 7.03 5.69

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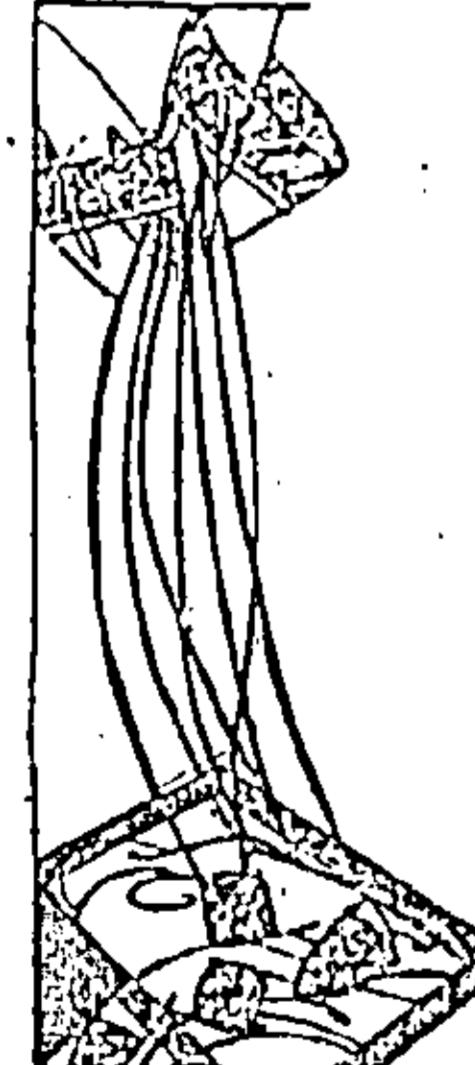
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The poor are ever Problem of with us, the old Foreign saying goes. And "Beggars" the worst of it is that there are always a few Europeans, mostly Britons, who are to be seen in towns, who give the appearance of needing help, which they do not seem to ask for indiscriminately. Shanghai has a problem to solve and this is how a contemporary refers to it:—"The increasing number of foreign beggars in the International Settlement, especially in the Hongkew district, has created a problem which the Shanghai Municipal Council seems disinclined to tackle. The public has grown more or less callous to the miseries of the native beggars, but one's sympathy cannot help being aroused at the sight of the needy foreigners who have found themselves in a strange land. There are, of course, individuals who do not deserve help, but we feel that the majority of them are forced into poverty by unemployment or lack of means of livelihood. For the latter a great deal may be done by the Council but unfortunately our City Fathers are too much occupied with politics".

At this hour has come the Salvation Army with a plan to solve the problem. Its officer, Mr. H. G. Brewster-Gow, requests the Shanghai foreign public not to give these unfortunate men money but to let the Salvation Army deal with them. The public is asked to purchase from the Army books of tickets at \$10 or \$5 each. When any one in possession of such books is solicited by a needy foreigner, he may donate one of these books after making certain that real help is needed or deserved. Each ticket in the book will enable the

holder to a substantial meal and a bed for one night at the Salvation Army Men's Hostel. Hero boarders are received who can furnish guarantees from a responsible person or society.

It is not the aim "Down But of the Salvation Never Out" Army, to encourage professional beggars nor should such be the aim of the public. There are enough honest men out of work to-day and to them the public should lend its whole-hearted support. Much truth is found in the motto of this organisation that "a man may be down but never out". The Salvation Army has won a world-wide reputation for welfare work. It may be said to be the only organisation whose workers are ready to go to the "burnt" instead of sitting in comfortable offices and waiting to be asked like certain other large commercialised institutions.

The Salvation Army has yet to branch forth in Hong Kong.

There is an organisation here

which deals with the really needy white people. But the day will come when the S.A. will make its presence felt in this outpost as well.

Action have been able to Wanted see the lighter side

Instanter! of street football

and have indulged

in jests directed at the powers

that be, but now, in all seriousness we say that it is high time some action is taken to stop this nuisance.

Street football can be seen every day in almost every

main centres, but nowhere has

this nuisance become such a regular thing as at Glenelg.

Before the players had at least

the decency to stop when pedes-

trians reached the playing pitch.

But now, with a disregard born

of the knowledge that the autho-

rities don't care, they have

taken the view that they are

within their rights and pedes-

trians can venture near at their

own risk. They stop for nobody

now, and unless the Police step

in, someone is going to be seriously

hurt one of these days.

Not he!

Not satisfied with the tennis ball, a regulation football was fetched out the other day and about half a dozen big louts who ought to know better kicked it about in the most reckless manner. If any one is hit, he or she has no redress as the footballers immediately grab their ball and run away, leaving the victim to his or her own resources. One young lady was hit in the face, perilously near her spectacles, a couple of days ago. Luckily the blow was not from a regulation ball but from a soft rubber one. All the same she was badly stunned and at the same time tormented to hear the chuckles of the football "fleends" as they hurriedly made themselves scarce.

At the Star Ferry on the Hong Kong side Mexico it seems almost inevitable that a nasty accident will occur one of these days. It may be convenient to find a green bus standing almost at the entrance, but its proximity to the sea wall is a danger to would-be passengers. This is particularly true at night when one has almost to feel one's way along the few feet that separates the bus from the harbour wall. Moreover, there appears to be no control over oncoming motor cars and trucks when passengers are coming out from the Ferry, and the jinrikishas, as usual, only add to the general chaos. The latter can never be controlled unless a European traffic officer is on the spot. The other night a European desired to board the bus but suddenly found himself blocked by a jinrikisha and nearly precipitated in the water. And the other morning just as a bus was moving slowly past the Ferry entrance (as passengers from the Ferry were coming out into the street) a motor car suddenly shot past in the same direction. It was fortunate that none of the Ferry passengers was injured. The surprising thing was that the car contained a high official, who ought to have known better than allow his chauffeur to cut past the bus at this particular spot. In this instance one could hardly blame the Indian constable on traffic duty, for would he dare to hold up an exalted official?

Not he!

### SUNDAY SALLIES.

This Week's Reflection: Modern melodies are more often maladies.

The Navy sent in the Wright man to bat first against the Indian R.C.

But the Navy's Cobb could not gallop fast enough and was run out.

The "talkies" have been heard at all the school distributions of prizes.

"This is Heaven" as the kiddies said when he opened his Christmas stocking.

"The Navy were the better side in the open."—And the Army in the pavilion?

In the Noel Handicap at the Fanling Steeplechases Target struck the target all right.

The Christmas festivities have given rise to the thought that many a man treats his wife reluctantly.

"Ace of Spades," we read, "started in the principle race of the day."—Capital and full of interest!

An hotel kitchen cookie has invented a sort of plus fours to secrete stolen sugar.—Must have been for his tea.

We read that "the massed bands of H.M. ships in harbour played selections on the field."—Not on their instruments?

"It's the way of the world," remarked a strap-hanger in a bus going to the "Sunday Herald" International soccer match.

A.B. Ewin and A.B. Crichton appropriately enough signed articles on Boxing Day for a boxing bout on January 4.

These Police must be great athletes.—Thus a sergeant who chased a motor thief "caught him in the middle of the valley" and "turned him over" to a Chinese constable.—A strange form of wrestling, indeed!

'Tis hoped that the revived Rifle League may winter a few Summers.

The Navy put the Cann on the Interpol Selected's chances of winning the soccer match a week ago.

As Firth scored the third goal for the Navy against the Army he should be called the Firth of Third (not Forth).

The meeting of the China Light and Power Company has thrown more light on the New Territories lighting project.

The Hardy "Norseman" was the first yacht to return from the race to Macao.—"Curley" seems to have curled up in curling round the course.

In connection with an alleged escape from Lalchikok jail we are told that "the prisoner is still at large" and 29 lines further on—"the man is still at large."

Although Christmas Frolic win a race at Fanling on the Sunday before Christmas it was not much of a frolic to her backers to rope in only \$2.80 on the " tote."

For stealing 42 catties of Ixora Chirimens a couple of Chinese have had to pay a fine of \$10 or go to jail for 14 days.—Their botanical knowledge must be as wonderful as their Latin.

From the same report on Fanling Steeplechase meeting: "The best steeplechaser on the course, Ace of Spads . . . Montana . . . has proved himself the best pony over the sticks."

The ball used in the Army v. Navy charity football match was raffled and won by Miss Basket. Had she kept it instead of returning it to be raffled again she could have played Basket(a) Ball with it.

The offence of stealing a tyre from a Police officer's motor car outside the Police Recreation Club has been described as a tactical error.—What would it be called if the owner of the tyre had been kidnapped?

"Polar Explorer in Prison"—Even a Cook may find it cold there.

It may not be too late to remark that Wun-Hi won high praise indeed.

Some public companies have a Sinking Fund and others have sinking funds.

Some manufacturers seem Eveready to take out summonses for infringements of trade marks.

If we had the dragon emblem on the Hong Kong dollar it might drag on a little longer in our possession.

Many dancers soon during the Christmas festivities were too heavy on their feet—and not only theirs, either.

The Government is spending \$630 on a Duplifactor.—Hence much more work will be duplicated in the near future.

A boxing scribo has been referred to print as a boring scribe.—Many a true word inadvertently gets into print.

In the Northern Section of the Third Division of the English Football League Barrow seems to be in the barrow.

As the Hong Kong dollars are melted in Bombay we now know why the moneychangers have so often on Bombay toast.

"With the Navy swinging the ball about, the play was transferred."—Thought they were playing with a cricket bat perhaps.

From a newspaper report: "The jury brought in a verdict of not guilty, which His Lordship said was in accordance with the weight of evidence."—Why not the lack of weight of evidence?

Opposing free hawkers' licences to widen a Police officer narrated that a woman who said her husband had been dead for 10 or 12 years had a son with her who was only four or five years old?—But isn't that possible?

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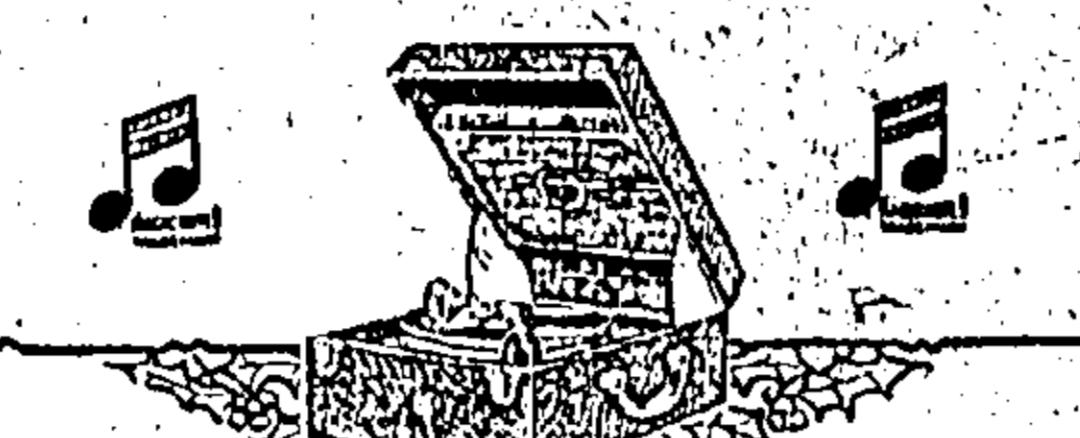
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## The Hong Kong Sunday Herald.

(Annual subscription, excluding postage abroad, HK\$5.50, payable in advance)

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HONG KONG, SUNDAY, DECEMBER 29, 1929.

### A Petty Explanation

THE more the ways of the Government are inquired into the pettier they are found to be. Not a few examples have been exposed in the "Sunday Herald" of late. Even in such a minor matter as the "Government Gazette," the authorities have not resisted the pettiness habit. In the last list of Supplemental Votes for the 1929 Estimates a sum of \$1,000 was included for printing the "Gazette." With the first part of the explanation therefor no one can cavil. We are told that the "Gazette" for the current year is more voluminous than in previous years. Up to November 22 the number of pages in the "Gazette" and Supplement totalled 1,686 as against 1,406 for the corresponding period last year. Moreover, 20 Ordinances were published in 1928 as against over 30 in the current year. And the printer's charges, it is added, are \$3.50 a page. So far, so good. Had the official explanation for the Supplemental Vote of \$1,000 ended there, as it might well have, the critics of the Government could not have had any "kick" coming.

But, as so often happens, the "string is in the tail." The official explanation adds that "the recently adopted practice of gazetting the acceptance of tenders has contributed to the increased volume of this publication." That certainly is pettiness! It discloses a sad ignorance of the work of a publisher as well as a total absence of elementary economics. It almost appears, too, as though it discloses the cloven hoof inasmuch as the desire for the publication of accepted tenders was made first by our senior daily contemporary, the "China Mail." In advertising in the newspapers the Government generally has the art of economical condensation boiled down to a fine point. In the copy of the "Government Gazette" received yesterday morning the publication of only three accepted tenders occupies one whole page. Bang goes \$3.50 for that! If the publisher of the "Gazette" —not the printer, who must follow official instructions—is so prodigal with public money in a minor matter of this kind the Finance Committee will soon be asked to vote another \$1,000 for the publication of this precious "Gazette." To ascribe the increased cost to the publication of accepted tenders is, on the face of it, not only pettiness but ridiculous. The same information reproduced in the daily newspapers occupies no more than three or four inches of space as compared with a whole page in the "Government Gazette." It is time that the authorities entrusted the work of preparing the matter for the "Gazette" to someone who does understand the job instead of making a song about something that is quite unwarranted.

A perusal of the space absolutely wasted in the "Government Gazette" from week to week would give an outsider the impression that it costs nothing to print it. This observation applies not alone to the publication of accepted tenders, but to many other items that find their way into this official organ. Why, then, should the spirit of pettiness be permitted to taint even an official explanation of a Supplemental Vote which, it may be presumed—as the Vote was passed without comment—the Finance Committee is not in a position to challenge? Let the Government get on with its real work—that of administering the affairs of the Colony as they should be administered—and leave petty ways to petty people!

### HONG KONG FAIRY STORIES

With the end of 1929 all our winter troubles will be ended.

All Chinese names of streets are to be abandoned in the New Year.

As a New Year's gift the Crown Agents are to waive all outstanding commission charges against the Colony.

Father Christmas will call on New Year's Day for all broken toys.

Economy is to be rigidly observed in all Government Departments to the end of 1929.

The Government is circulating to all Departments on New Year's Eve an exclusive work entitled "Patty Ways and How to Maintain Them in 1930."

On Friday 10 cases of small-pox were notified—15 from the Victoria district and one from Kowloon.

The name of the Lee Wing Co. Ltd. has been struck off the local register of companies.

There are 29 names in the list of authorised chemists and druggists practising in Hong Kong.

On their coming to practise in the Colony, the names of Mr. A. N. Lucy and Mr. W. E. Douglas have been removed from the list of authorised architects.

A fine of \$100 was imposed by Mr. Whyte-Smith on a Chinese at the Kowloon Magistracy yesterday for keeping the ground floor of 149, Shanghai Street, as a common yipu lottery den. Fourteen cents, the amount seized on the premises, was ordered to be put in the poor box.

Originally charged on December 22, when he escaped from the chargeroom of the Shunshui Police Station, a Chinese was again produced at the Kowloon Magistracy yesterday to answer an allegation of theft of 15 bars of iron, the property of a building contractor at 195, Tai Ping Street. Mr. Whyte-Smith remanded him for 48 hours.

**TAIPO COUNTER-NOTES**

A welcome visitor to our beautiful harbour this week has been the Stella Polaris whose fine lines and pink funnel are now a feature. Unfortunately she was unable to do the last leg of her voyage under her own steam owing, it is said, to the larceny of most of the engine room.

At a crowded meeting of the Mosquito Preservation Society in the Coffee-Room of the Crown and Anchor last Tuesday the opinion was strongly expressed that steps should be taken to oppose the subservient propaganda which threatens to blot out this interesting insect.

It was not thought that the time was yet ripe for the substitution of the camera for the swatter (as with the fauna of Kenya). But it was strongly held that all larvae under 8/16 of a millimetre should, if hooked, be put back. A threatening buzz was heard coming from the Commercial Room when the word "Burgomaster" was mentioned.

The water situation is now clearer and we are glad to report that the heavily armed guard has now been removed from the stop-cock in view of the less threatening attitude of the local banditti. The consumption of soda-water over the holidays was almost normal.

Market Report—Home Railways

The New Territories Agricultural Show is likely to be postponed during the production of the 100 brands of the mosquito with which the Colony is known to be infested. Ninety-eight varieties are engaged up ready, and scouts are out searching for the two missing brands.

The Burgomaster said that it was on the carpet to have him deposed because, being bound over to keep the peace, he was no good as a J.P., juryman or special cop; in fact, he was not paying his keep.

Even his horse, which did show up well in a couple of events, was now relegated to the penon list.

### TAIPO TOPICS

(From the United Press Staff Correspondent at the Front.)

At the last meeting of the Taipo District Council one of the ladies present (Miss Eve) said that she felt a noise like a fig leaf slipping or perhaps it was the leaves falling from the trees which, by their non-removal, entirely nullified the widening of the main road at Taipo Market which had just been completed. The Burgomaster replied that the lady ought to use stronger elastic.

### PERSONALITIES OF THE WEEK

Prince Of Wales And V.C.'s Bedridden Hero; Princess Helena Victoria; Roumanian King's Gift.

#### Mrs. Pat Somerset

Mrs. Shelby Worrall Somerset, the third wife of Mr. Pat Somerset, the actor, died in her sleep in Los Angeles on November 12.

There was at first some doubt as to the cause of death, but the coroner announces that the post-mortem on Mrs. Somerset, including a chemical analysis of her vital organs, has revealed that she died of a heart ailment.

Mr. Somerset, who is the son of the late Admiral Holme-Sumner, was educated at Harrow and Sandhurst; but chose the stage as a career. He was first married in 1919 at St. George's, Hanover Square, to Miss Margaret Bannerman, and after the dissolution of this marriage he married Miss Edith Day in America. That marriage, too, was dissolved and in 1927 Mr. Somerset married at Hollywood Miss Worrall, a London girl, who was the winner of a beauty contest at Galveston and became known as "Miss Texas."

Received by the Prince

Dr. J. H. Montgomery, Medical Superintendent, Matilda Hospital, and Mrs. Montgomery went on Home furlough on the s.s. "Suwa Maru" yesterday.

Mr. W. J. Riddiford, recently transferred from Shanghai to Hong Kong as Assistant Canadian Trade Commissioner, is due to-day by the R.M.S. "Empress of Canada."

Accompanied by his wife and daughter, Mr. J. H. Davy of the Sales Department of the Asiatic Petroleum Co., Ltd., sailed for Home on the s.s. "Suwa Maru" yesterday.

At the Kowloon Magistracy yesterday, Mr. T. S. Whyte-Smith imposed a fine of \$5 on a Chinese woman, living at 10, Cooke Street, Hung Hom, for throwing rubbish into the street.

Mr. A. C. d'Albuquerque o Castro, Consul-General for Portugal in Hong Kong, proceeded on Home leave yesterday on the s.s. "Suwa Maru," accompanied by Mme. and Miss d'Albuquerque.

Amongst local Portuguese residents who left on holiday on the s.s. "Suwa Maru" yesterday were Mr. J. A. and Mrs. Bertha dos Remedios, Miss Alice d'Arevalo, Cardoso, and Miss Maria da Conceicao Cardoso.

With a previous conviction against her for larceny, a Chinese woman was yesterday sentenced by Mr. Whyte-Smith to four months' hard labour for robbing a woolen blanket, which had been stolen from a girl living in Temple Street, Yau Ma Tei.

On November 12 he was visited by the Duke of Connaught and his aide-de-camp, who personally expressed the Prince's hope that Colonel Mackay would make a speedy recovery. The Prince also wrote to the bedridden V.C., saying he was very disappointed that the colonel was unable to attend the banquet.

At a City Dinner

Princess Helena Victoria, when presiding so capably at the very successful Mansion House dinner on November 6, wore her diamond tiara with the neat Greek key pattern with a dress of old blue georgette, embroidered with lines of diamante.

Her jewels also included one of the newest wide-link bracelets set with diamonds, and she wore her brooch pinned at one side of the decolletage. It was small wonder that this dinner proved so helpful to the Dockland Settlements, for hundreds were present.

The Lady Mayoress, who made her last appearance at a big public function before retiring, wore a black net dress with a deep scarf effect, edged with gold galon, and her new "presentation" brooch, a diamond sword given to her by her friends of the City of London, was pinned at one side.

**Roumanian King's Gift**  
In recognition of the services of the officers of the s.s. "Leviathan" in the safe transport across the Atlantic of Queen Marie of Roumania, Commodore Harold A. Cunningham, captain of the "Leviathan," has been made Commander of the Crown of Roumania.

Although Queen Marie's visit to the United States took place more than three years ago, no official recognition was then possible, as the United States liner was owned and operated by the United States Government. With the passing of the line into private ownership, the ban preventing an employee from accepting a foreign decoration has been lifted.

The presentation of the decree and insignia was made on the bridge of the "Leviathan" an hour before she left New York for Southampton in mid-week by Mr. T. Tleton Wells, diplomatic representative of the Roumanian Government in New York, on behalf of the King of Roumania.

**Welsh Prince 81**  
The Archbishop of Wales, Dr. Alfred George Edwards, celebrated his 81st birthday on November 2. He received many telegrams and congratulations from various parts of the Principality and Great Britain.

Dr. Edwards, who is a Welshman, by descent, birth, residence, and language, was principal of Llandovery College and Bishop of St. Asaph before his appointment as first Archbishop of Wales in 1920, after the passing of the Welsh Disestablishment Act. He fought the Lloyd George policy in regard to education and disestablishment, but he and the former Prime Minister are the closest of friends.

**Consecration of Bishops**  
Canon F. W. Head, Archdeacon of Melbourne, and Archdeacon H. M. Kordern, Bishop-designate of Lewes, were consecrated by the Archbishop of Canterbury in Westminster Abbey on All Saints' Day. The Bishop of London and the Bishop of Southwark were among those who officiated and the sermon was preached by Canon Stork.

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1929

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# Hongkong Sunday Herald.

## ILLUSTRATED SECTION.

HONG KONG, SUNDAY, DECEMBER 29, 1929.

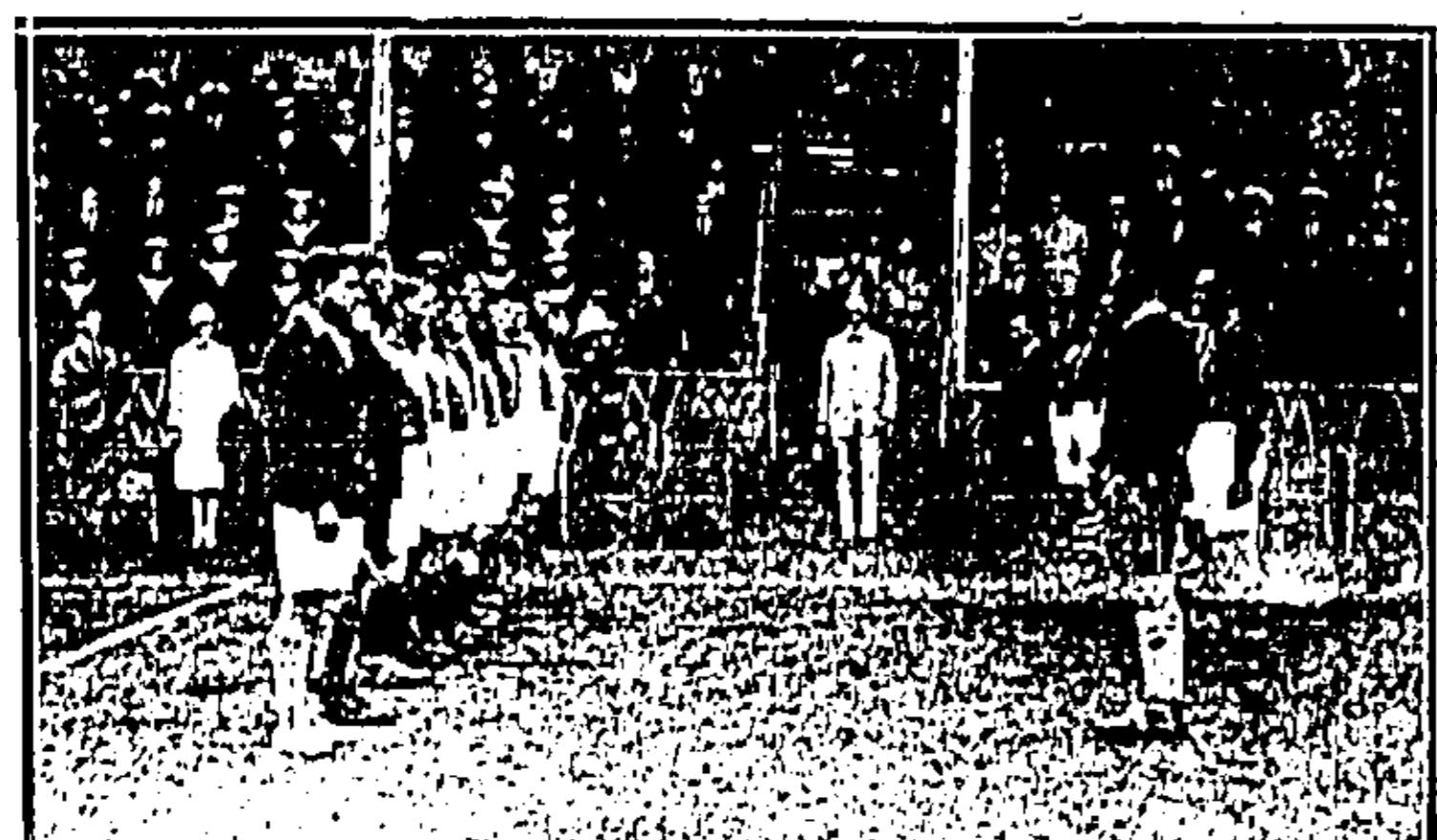
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A VISIT TO THE Y'S MEN'S BABY CLINIC.—Mrs. J. Allen Dougherty, of the Child Welfare Association of New York (centre) and Dr. Wu Lien-teh, well-known plague authority (left), recently visited the Y's Men's Baby Clinic in Chapei, Shanghai, in company with Mr. Wm. Yinson Lee, Chairman of the institution (right). About 30 babies receive free treatment and medicine daily under the care of Dr. Soo.—(Photo by Wel Fong).



CHINESE IN JAVA.—At a grand reception given under the auspices of Mr. Ching Ming, Consul-General for China, at its Consulate Building in Weltevreden, Batavia, in commemoration of the 18th anniversary of the National Day of the Chinese Republic, there were present persons of high distinction, such as Commanders-in-Chief of the Netherlands-India Armies and Navy, Governor of West Java, members of the Council of Netherlands East Indies, of the People's Council, Consuls-General and Consuls of various nations, residents of Batavia and many others. The picture was taken after the proposal of toasts to H.M. the Queen of Netherlands and to the Republic of China.



ANNUAL CHARITY SOCCER.—H.E. the Governor (Sir Cecil Clementi), in centre, prior to holding hands with the Royal Navy and Army XI's at Sookumpon.—(K. Fujiyama).



DR. J. S. OWENS.—Inventor of a machine for measuring fog.—(Sport and General).



OLD TIME FROCKS.—As seen in the Lord Mayor's show in London last month.—(Sport and General).

READERS, AMATEURS OR NOT, ARE INVITED TO SEND PHOTOGRAPHS AND ILLUSTRATIONS TO THE EDITOR OF THE "SUNDAY HERALD" FOR INSERTION IN THIS PAGE, SUBJECT TO HIS DISCRETION.

PICTURES TO BE RETURNED SHOULD BE CLEARLY MARKED THUS, WITH THE SENDER'S NAME AND ADDRESS, IDENTIFICATION OF THE PERSON OR EVENT SHOULD BE CLEARLY AND BRIEFLY SET OUT.

## HONG KONG & DIRECTORY

1930

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VICTORIA BRITISH SCHOOL.—Tabouli, "The Shadow," part of the splendid entertainment presented by the children on the occasion of the annual prize distribution.—(K. Fujiyama).



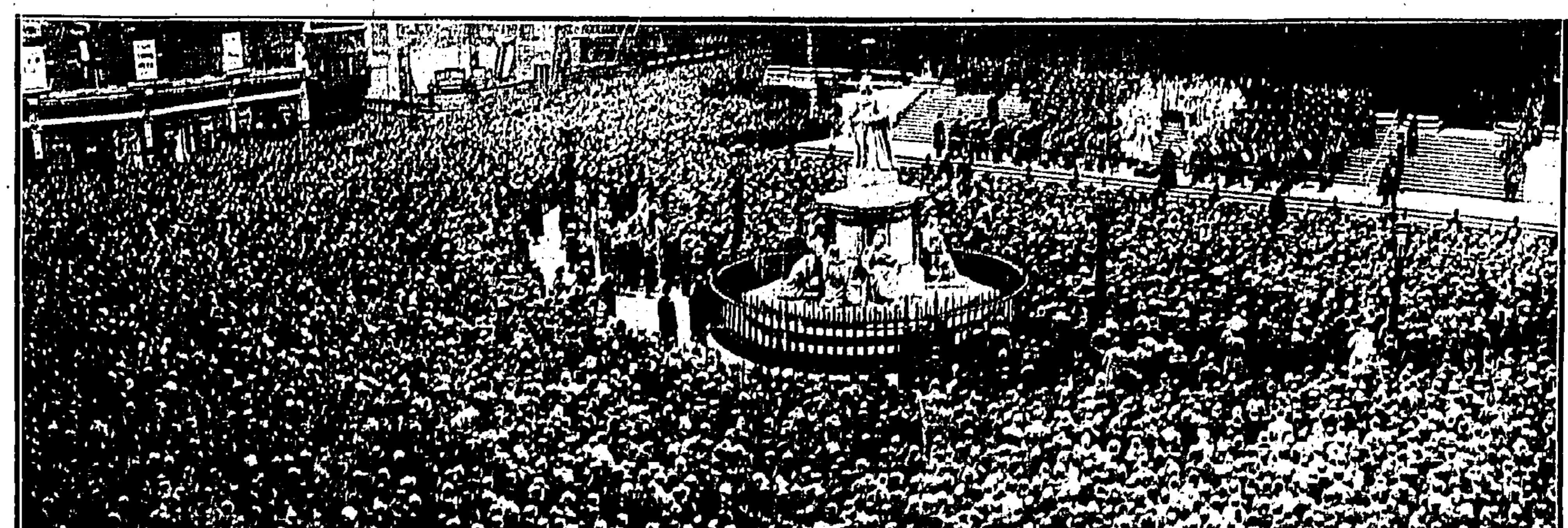
STILL SMILING.—Latest photo of H.R.H. Prince George, who is becoming very popular at Home. He served as Lieut. R.N. in Hong Kong a few years ago.—(Sport and General).



MR. HERBERT SMITH.—Who resigned the Presidency of the Miners' Federation.—(Sport and General).



DELIGHTFUL SHOW.—Children of Victoria British School in their prize-giving entertainment.—(K. Fujiyama).



IN FRONT OF ST. PAUL'S CATHEDRAL.—Hong Kong never gets a gathering like this and can, therefore, appreciate the impressiveness of the scene during the Two Minutes' Silence in London at a service conducted by the Archbishop of Canterbury on Armistice Day.—(Sport and General).

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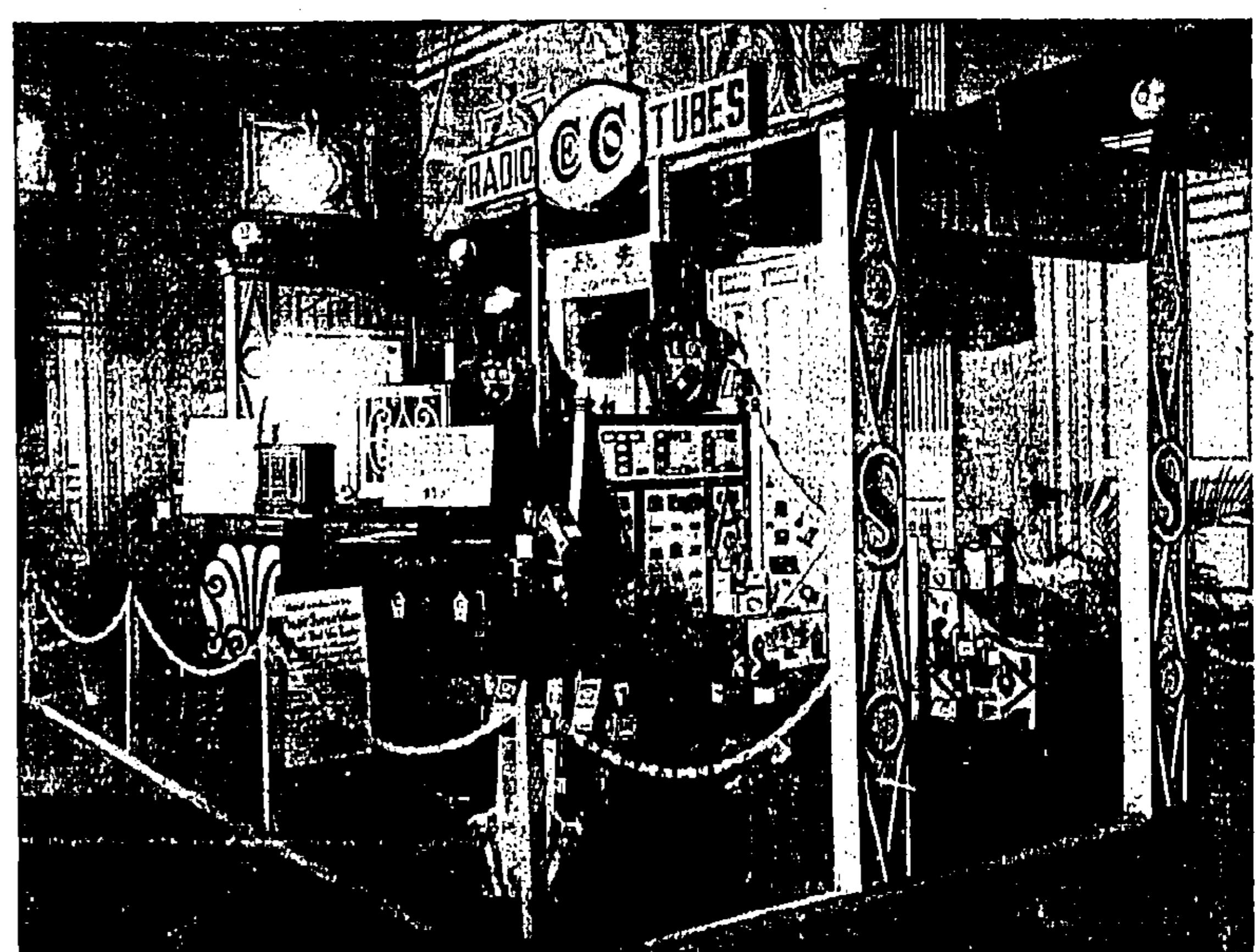
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RADIO.—The Sincere Co.'s beautiful stand at the local exhibition.

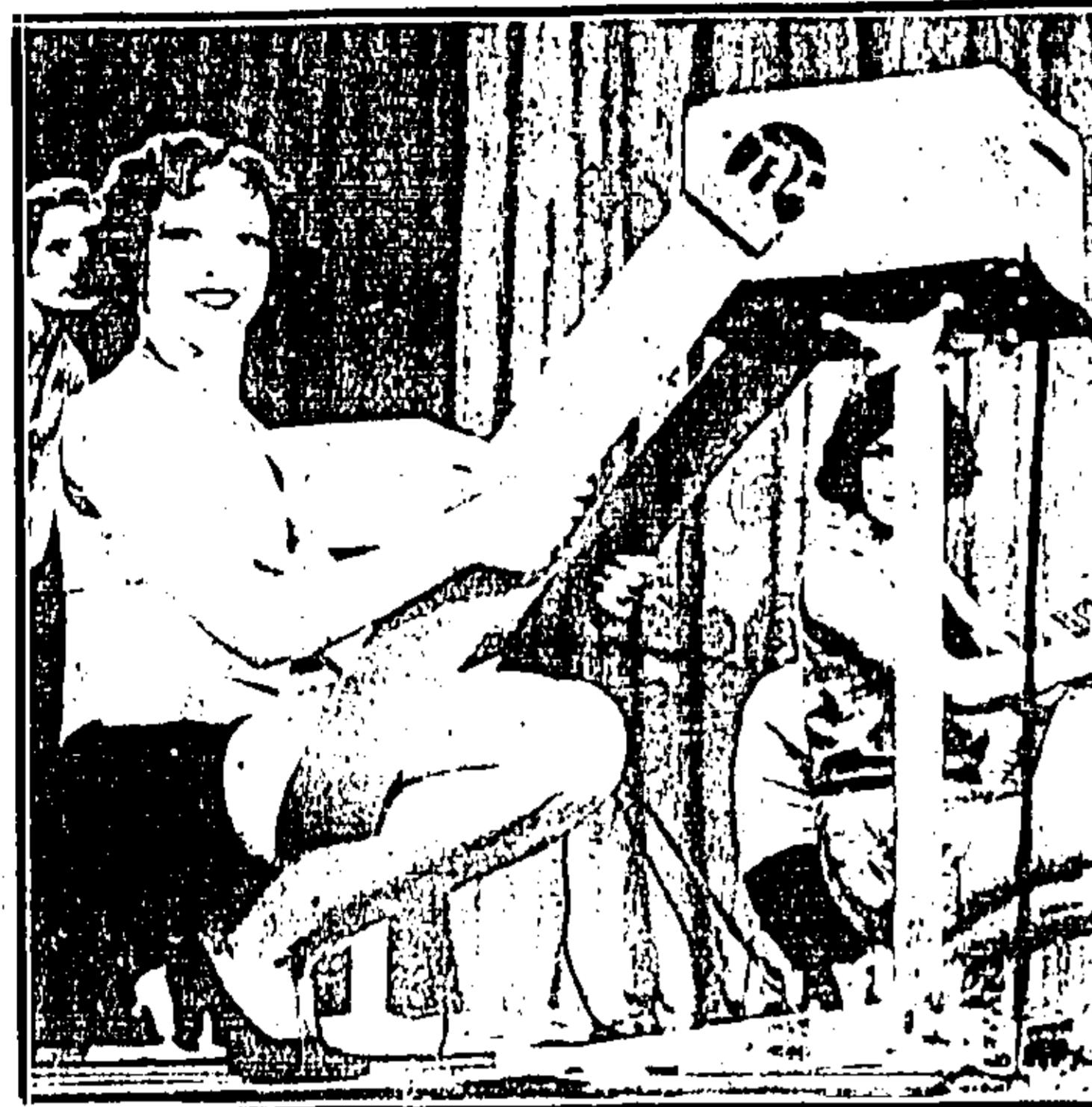


HEALTH EXHIBITION.—Bathing girls at Home doing breathing exercises.—(Sport and General).

**NEW STOCKS**  
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**SILKS & SILK GOODS,**  
also  
**SILK LACE**  
in all the new fashionable shades.  
48 inches wide.

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Opposite Queen's Theatre.

### Keeping Slim



The chorus girls appearing in "Mr. Cinders," at the Hippodrome, London, keep fit for their strenuous performances by using university exercisers and roller-skates. Some of them are shown here doing a beneficial exercise for the legs.—(Sport and General).

### LUNCH DRESS

A home fashion expert has designed the gown on princess lines in black crepe romaine, an excellent colour for the winter season. The decollete in the front is square; two shaped stole ends passing over from the cape hang at each side. The bodice is fitted and can be belted by a strip of self material. The skirt is long and slightly uneven, almost suggesting battlements in the intricate way it is cut.

But it does not steal all the beauty of the long draperies, ruffles, and trailing significance of the evening line. The cape adapts itself well to the afternoon dress; the fullness of one is held on the shoulders by small pleats which lead into the scarf-like ends.

The skirt at the back is the same as the front, but perhaps a trifle longer. The hat is made of felt and velvet. The bag is black and has a diamond and onyx motif.

The stole is composed of two silver foxes—they are joined by one head biting the rump of the other skin. Small furs are having a revival, stoles particularly, as they adapt themselves very well to the afternoon gown.

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HARDWARE DEPT.

Miss Wilma Corcoran, senior student at Mount Holyoke College, Mass., and President of the Mount Holyoke Athletic Association, who has been awarded the Sarah Street Cup for physical fitness awarded yearly at the college.

# The Woman's Page

### FADS OF 1930

#### Muff, Jewellery And Chapeaux

Gazing in the crystal of whimsical Dame Fashion, Travis Banton, Paramount fashion creator, sees the muff, ornate jewellery and tricky chapeaux well off the forehead looming as the fads of 1930.

Each year sees woman fascinated by and toying with some fad or foible of fashion. It sweeps the country in a popular vogue, and then vanishes, being supplanted by the next creation to enjoy milady's fancy. Once, the bustle was the mode. Later the hobble skirt held sway. There was a time when the feather bon was the thing. More recently, the monogrammed anket, the beret, sox, and sun-tan dresses have experienced the lime-light of feminine favour.

The muff, a furry ball of warmth and softness to protect the hands from Jack Frost, returns. Fay Wray adopts one of natural lynx to wear with a dark blue broadcloth wrap trimmed with natural lynx.

For afternoon wear, milady who delights in a touch of the bizarre may follow in the wake of Kay Francis, America's best dressed woman, who introduces the black velvet skull cap. It fits the head closely, is well off the forehead and is tied at the back in a single bow with long streamers falling to the waist.

#### New Piece for Ornament

Ever a pioneer along fashion's highway, Lilyan Tashman finds a new place to pin a new ornament.

The place is the left hip, and the ornament is an urn-shaped pin of jade, emeralds and diamonds cleverly carved and designed to delight the most luxury-loving of the fair.

Jewellery is much glorified this season. Instead of a number of nice pieces, it is the vogue to have them all made into one ornate and elaborate unit of gleaming brilliancy. The chandelier-motive necklace of brilliant diamonds hangs from a plain black silk cord is worn by Mary Brian.

The chapeau, as always, is under a novel influence. This time it is worn off the forehead, with a narrow pliable brim, which may be adjusted a bit differently at each wearing. Doris Hill wears a grey felt of this type.

#### MARY'S LITTLE CHICKEN

A friend who dined with Miss Mary Pickford and her husband was surprised to find that Mary would not eat meat. She says she is so terribly fond of animals that she really cannot do it.

The only meat she can ever be induced to take is a small piece of chicken. "But," she asserts, "I couldn't even fancy that if it were my chicken."

On the Pickfair estate, in California, Mary and Doug keep hundreds of animals and, amongst other things, dozens of dogs.

"These are divided into three kinds," says Mary. "Some are Doug's; some are mine and the others are Pickfair dogs." Pickfair dogs are just those which have strayed on to the estate and been allowed to stop.

### Newer Styles



The two-toned gray caracal kid coat depicted above shows the "dressmaker" flare that is being emphasised on the newer coats this season. The dress is of black satin with a model turban.

#### NEW BROOCHES

The new jewellery in Paris is interesting.

A brooch of grey and white pearls in design of a crown has a vogue, and there's another, called Les Fleurs, that is only of white crystals and quite flat, designed for a scarf brooch.

Most popular of all is the quaint brooch they call l'Adoree, that shows a staff of music in gold with the noted La, Do, Re carried out in brilliants.

As to the Parrot in green stones, it holds its own as a hat brooch.

#### WASHABLE MOTORING GLOVES

New gloves for motoring have nappa palms and camel wool backs with fleecy linings.

Others have backs of lambs' wool which can be washed clean.

The link fastener is now the most fashionable for all gloves.

#### Physical Fitness



Miss Wilma Corcoran, senior student at Mount Holyoke College, Mass., and President of the Mount Holyoke Athletic Association, who has been awarded the Sarah Street Cup for physical fitness awarded yearly at the college.

### DINNER FROCKS

#### Much Hair And Large Hats Taboo

Being one of the foremost Paris designers to establish dinner frocks as apart from formal evening gowns, Worth styles his new models in this class the "five-to-eight" gown, which indicates that a greater elegance will be displayed by those who can encourage the return to afternoon styles so long abandoned for the eternal sports suits.

But the "five-to-eight" advances a point on regular afternoon modes, as it is meant to meet the exigencies of important afternoon tea parties, restaurant dining, and then on to midnight all rolled into one.

The silhouette is lithe, and designed to maintain a long, sinuous appearance—for this reason Worth believes that it is necessary to keep the head as small as possible to give the effect of height and slenderness, consequently, much hair and large hats must be taboo! The column of the body is moulded to below the hip-line, from where skirts start to flare at the ankles on an even length or one that is ever so slightly raised in front.

Outside length hips are a great point of concentration, and in observing this rule waists are only defined—not measured—in an easy movement under daintily tucked or tucked lines formed downwards.

With length this is an encouraging symbol, no adjustment can be achieved to meet different cases. Another stimulating fact about the "five-to-eight" silhouette is the long-sleeved bodice cut with a high front and low back decollete. Coats completing these gowns are just below hip length, semi-fitting to the princess line, and handsomely trimmed with rich fox fur.

#### BLACK CHARMING

#### Elegance In Velvet Emphasised

Black has never struck a more charming note in a previous collection, and though Worth protests that he is struggling against it, he only seems to increase its value by emphasising its elegance in velvet, georgette, and chiffon.

It might sound like a paradox, but as skirts get longer they get shorter—trains are eliminated. There is not one single train among any of the formal dinner gowns, and the impression after seeing these skirts all set to fall at a given angle length is one of distinguished elegance.

Colours, too, are rich in an unusual selection of brown duchesse satin, garnet red, and an old-fashioned potin-coloured Lyons velvet, red taffetas, and chartreuse green faille.

According to theory, stiffer fabrics like these are required to achieve perfect cut, so the choice of fabric should not be ignored when following the new line. This fact is exemplified by a lovely gown made in a tone of garnet-red Lyons velvet. The skirt simulates long panels by reason of two pieces at either side of the front being raised and gathered to rest on an Empire waist-line above an otherwise normal one, which is treated at the back with a bow below the now Worth decollete line.

This decollete is an effective feature of formal evening gowns, with its long oblong opening from the shoulders formed into a narrow square-cut V at the base above the waist. Bows set aside wrists below low-back decolletes show another return to feminine details, and their allure is intensified when they are made in the same colour as the dress.

### Winter Sports Outfits



In London these three chic winter sports outfits were shown very popularly. The young lady at the left, who is all set for an invigorating spin on the rink, is wearing a dark serge two-piece suit with plumed skirt and a jacket which buttons up to the neck. In the centre, an innovation in skating outfit is provided with the "zipper" front. As a contrast to the tight fitting trousers worn by the girl in the centre, the right has bagsy effect with her outfit. The jacket is double-breasted and is worn with a stocking hat.

#### DIAMOND EYES

A striking new fashion in furs was seen at a dress show recently: several delightful new coats had jewels nestling amongst the fur.

There was one which had a collar of silver fox and instead of the usual black eyes, brilliant diamonds glittered in their place.

When they sparkled in the light they gave the impression that the silver fox was alive.

#### PERMANENT WAVING

Ladies are requested to book their appointments early during the busy season.

**MRS. BETEN**

PENINSULA HOTEL

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### NEW SPORTS WEAR

#### JUST RECEIVED:

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# ROUND THE GLOBE IN PICTURES

## Dr. Reinhardt Entertained



In honour of Dr. Atrell Henry Reinhardt, President of M.I.B. College and one of the American delegates to the Asia Conference, a joint reception was given by the members of the American Women's Club and the American Association of University Women at the A.W.C. Headquarters in Shanghai. A brief but interesting address on the conference in Japan was given by Dr. Reinhardt to the attentive audience.—(Photo by Ah Fong).

## \$100,000 Hinges on His Beard



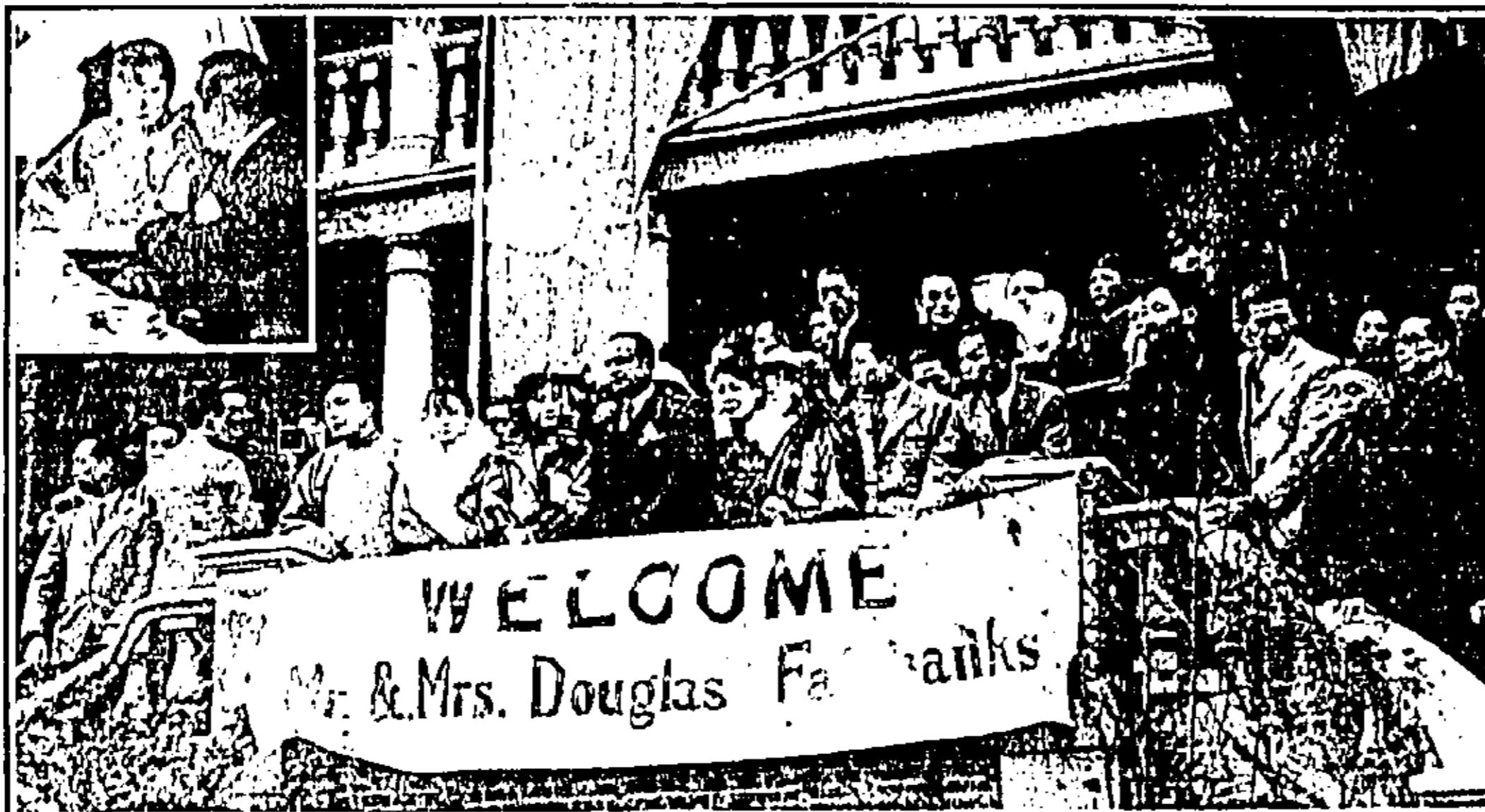
Albert Hirschfeld, artist and portrait painter, who has filed suit for \$100,000 against a theatrical magazine because an article in the publication said his beard was confusing.

## Only Woman Pilot



Captain Mary B. Green, of Cleveland, Ohio, who is the only authorized woman river pilot in the United States. She is also at the head of an extensive business.

## Film Star Visits Chinese Studio



Douglas Fairbanks, the world famous screen star, who was in Shanghai with Mrs. Fairbanks (Mary Pickford) on a short visit, was the guest of honour at a reception given by and held at the Star Motion Picture Co. In the above picture "Dad" is seen among the staff and stars of the Star Motion Picture Co. Inset shows Doug conversing with Miss Han Yun-tseng at the reception.—(Photos by Ah Fong and T. M. Ling, China Photographic News Agency).

## Premier And His New Cabinet



Premier Andre Tardieu of France with his newly formed Cabinet in first group picture. Left to right, front row, M. Cheron, Lucien Hubert, M. Tardieu, Aristide Briand, M. Leygues and M. Loucheur. Middle row, left to right, M. Laurent-Eynne, M. Mallarme, M. Marraud, M. Hennessy, M. Oberkirch, M. Buhety, M. Flaudin, and M. Gallet. Back row, M. Serot, M. Pernet, M. Manaut, M. Deligne, M. Delmont, M. Rollin, M. Poncet, M. Heraud, M. Muizon, M. Pietri, M. Chappet de Riba.

## Sino-Japanese Society's "Social"



There was an attendance of 250 at the Sino-Japanese Society's dinner and social at the Japanese Club, Shanghai.—(Photo by Wei Fong).

## Aviation Enthusiast



Genora Adela De Portes Gil, mother of Portes Gil, President of the Mexican Republic, began a three-day visit to Los Angeles arriving from San Diego via an air liner. She is seventy-three years old and in spite of her years is an avowed air enthusiast.

## Former Secretary Honoured By France



Former Secretary of State Frank B. Kellogg, who served in the Coolidge administration, was made a member of the French Legion of Honour in recognition of his efforts to bring about world peace. (Left to right)—Jules Hostey, First Secretary of the French Embassy; Paul Claudel, the French Ambassador to the United States; former Secretary of State Frank B. Kellogg, and Secretary of State Henry B. Stimson.

## Rockefeller Foundation Head



Max Mason, former President of the University of Chiengo, who has been elected President of the Rockefeller Foundation, from January 1, 1930.

## Former Irene Castle



Mrs. Frederick McLaughlin, the former Irene Castle, who was injured when her hunter tripped and rolled over her twice while riding to hounds on the Omenskin Fox Hunt, in Illinois. She has been an ardent sports follower since she left the dancing stage several years ago.

## Winner of Air Race



Captain H. C. Miller, Australian aviator, who won the first prize of \$48,000 in the air race handicap from Sydney to Perth, a distance of 2,400 miles, and one of the longest stretches ever covered in an air race.

## Cold, cheerless days,

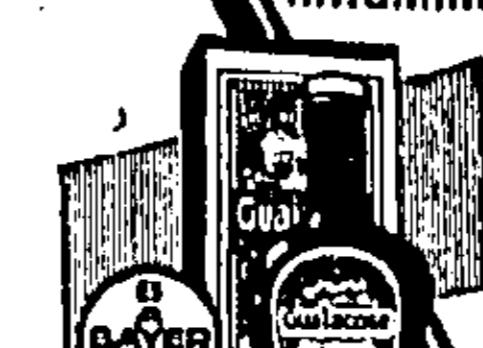
Humid atmosphere, piercing wind.

Even the greatest precautions often do not protect the delicate mucous membranes of the respiratory organs against infections and colds.

## Take Guaiacose

It strengthens the organism and makes it more resistant to colds and their sequels, e. g. grippe, influenza, bronchial catarrh, inflammation of the lungs, as well as tuberculosis.

Taken in time, GUAIACOSE protects against colds and their sequels.



## THE IDEAL GIFT

is a box of SOCIETE CHOCOLATES They will please mother, father, sister, wife or sweetheart.

Also BISHOP'S HARD CANDY the best for the children at any time.

THE CAFE PAVILION Nathan Rd., Tel. K. 674. THE BEST CAKES IN TOWN.

## SAVE YOUR MONEY BY SAVING YOUR HATS.

WE CAN:—Block, Bleach, Clean, Dye, Iron & Reshape Hats for Ladies, Gentlemen and Children. OUR PRICES ARE MODERATE.

HAT RENOVATING CO. 52, Nathan Rd., Kowloon. Tel. K. 1087. Agents in Hong Kong:—Tyb & Co., 10, Queen's Rd. C., Tel. C. 648.

## Don't Forfeit Your Health to Diseases-of-Neglect



Brush your teeth, of course. But remember that it is equally important to brush gums vigorously, every morning, and night. Start now to protect them from diseases that ravage health and often cause loss of teeth.

For the gums, use the dentifrice designed to help keep them firm and sound. Only expert dental care can stop diseases of neglect when once contracted.

When you have used Forhan's for a few days, you'll notice how much better your gums look and feel. And you'll be delighted with the safe, easy way it cleans teeth and helps to protect them from decay. As a safety measure, see your dentist every six months. Start the regular use of Forhan's, today. Do not pay the extravagant price demanded by neglect. Get a tube of Forhan's from your druggist.

## Forhan's for the gums

\* 4 out of 5 after forty and thousands younger pay the extravagant price of neglect.

Agents: — MULLER, MACLEAN & CO., INC.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the  
OVERLAND CHINA MAIL  
which gives all the news there is—  
Both Local and Coastal

Better than One Hundred Letters  
SINGLE Copy ..... 25 Cents.  
Subscription for home (including postage).  
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.


**LETTERS  
TO THE  
EDITOR**
**RADIO REGULATIONS**

Sir.—I have just read "Round The Town" in to-day's "Sunday Herald" and hasten to offer my apologies for my quite unintentional neglect of etiquette on the subject of the new Radio regulations.

You were right in assuming that I thought it as well in my letter to the "Daily Press" to strike while the iron was hot and so submitted instead of waiting for the next issue of the "Sunday Herald."

I sincerely hope that I have not prejudiced the interests of the Colony's radio dealers by my "faux pas" and take this opportunity of thanking you for your efforts to draw public attention to the subject. The new regulations have caused widespread alarm among radio dealers. At least two of them had previously told me that they were

seriously considering closing down in the radio line as a result of the restrictions while all of them were brimming with optimism on the Monday morning following the publication of your leader on the subject.

One sometimes wonders, however, if public opinion—the will of the majority—counts for anything in Hong Kong. I am inclined to think that without the controlling influence of the Home government we should be subject to all the conservatism and injustice of a lethargic, self-centred autocracy.

Yours, etc.,  
PRO BONO PUBLICO.

Hong Kong, December 22.

**WUCHOW AIR RAIDS**
**Government To Pay The Damages**
**REPORT ASKED FOR**

Shortly after Wuchow was captured by the Cantonese troops, Commander-in-Chief Chan Chul-tung issued a notification asking the inhabitants to report to his Headquarters the extent of losses they had sustained through the explosion of the bombs dropped by the aeroplanes during the air raids carried out so that application could be made to the Central Government for compensation to be granted them.

Gen. Chan Chal-tong has issued another notification explaining to the residents of Wuchow that the bombardment of their city was a measure. The Government forces were compelled to do because the Kwangsi rebels were using Wuchow at their base.

**NEW MAGISTRATES**
**Changes In Kwangtung Province**

The following changes of Magistrates in the various districts in Kwangtung province have been sanctioned at the 42nd meeting of the Provincial Council held on Tuesday, December 24, as proposed by the Department of Civil Affairs. They are:

Ng Yuen-kwong to be appointed Magistrate of the Holtung district vice Chan Cho-yen resigned.

The post of Magistrate of the Lim-kong district vacated by the dismissal of Wong Yu-ming, is to be filled by the appointment of Pun Shiu-yam while Wong Hau who has been acting in the post during the absence of the former, is to be transferred to Canton for some other post.

Chiu Nim-chee to be appointed to succeed Pak Sum-wan as Magistrate of the Lim-kong district who has resigned, and the post of Magistrate of the Chee-kim district which has been vacated by the resignation of Lung Yim is to be filled by the appointment of Lau Cheuk-wan.

It is interesting to note that all the appointees are successful candidates at the recent examination for posts of Magistrates.

**MENJOU'S LATEST**
**The Eternal Triangle In Unique Form**
**A MAJESTIC ATTRACTION**

The eternal triangle is given a unique treatment in the Adolph Menjou Paramount picture "A Gentleman of Paris" which starts its run at the Majestic Theatre, Kowloon, to-day.

The valet of a gay young gentleman bachelor, a man of "affairs" discovers that his master is carrying on an affair with his wife.

In extenuation, it must be said that the master does not know that the lady is his valet's spouse.

There are many thrilling situations, especially when the valet determines to fight a duel with his master—Menjou.

A superb cast surrounds Menjou in the picture, including Shirley O'Inara, the leading lady; Arlette Marchal, Lawrence Grant, William B. Davidson, Lorraine Eddy and Nicholas Sousanin, as the valet.

**'PHONES FOR POLICE**
**May Have Little Chats Whilst On Beat**

In order to further improve the Police system in Canton City, Gen. Auyang Kuei is now proposing to install police telephones for the use of the policemen who while on their beats may have to report either to the Public Safety Bureau or to their own stations.

According to Gen. Auyang, the system will be like that in the big cities in America where a police man while on his beat may speak to his comrade in another point of the City through the phone. The service will assist the work of the police especially in the case of runaways when rapid notification has to be dispatched from one part of the City to another.

**CASH REWARDS**
**Volunteer Guards to Be Paid For Services**

It is reported that a few days ago, the Bureau of Public Safety received from the Provincial Government the amount of \$16,000 granted by the Central Government to the members of the Police force in Canton, as a reward for their meritorious services rendered during the disturbances by the Kwangsi and "Ironside" rebels in the province.

The Bureau has set aside a sum of \$200 to reward the members of the Volunteer Precautionary Corps which had very ably assisted the Police in maintaining peace and order in the city during the most trying period.

**CONTROL OF OPIUM  
Regulations To Be More Drastic**
**AMENDING THE LAW**

A bill which the Government will introduce into the Legislative Council shortly is intended to fill up certain minor lacunae which have been noticed in the statutory provisions relating to the control of opium in the Colony.

Section 2 and 3 of this Ordinance introduce new definitions of the terms exportation and importation which are based on those in the Dangerous Drugs Ordinance, 1923, as enacted by the Dangerous Drugs Amendment Ordinance, 1928. The new points are the following:

- (a) Aircraft are specifically referred to.
- (b) Conveyance by mail is expressly mentioned.
- (c) The word "despatch" is introduced in order to meet the though unlikely case of contraband being thrown across the land frontier.

Dealing in Raw Opium

It has been suggested that although dealing in raw opium is illegal generally yet the prohibitions of section 4 of the Opium Ordinance, 1923, as enacted by section 2 of the Opium Amendment Ordinance, 1924, would not apply if it could be shown that there was no intention that the opium in question should ever be imported into the Colony. Section 4 of this Ordinance introduces words which are intended to meet that possible defence.

**Illegal Possession.**

Section 17 of the Opium Ordinance, 1923, makes illegal the possession of any Government label or wrapper which has been or has become detached from the opium receptacle to which it was attached when issued by the Superintendent. In a prosecution under this section it would usually be impossible to prove that the detached label or wrapper had ever been attached to a receptacle issued by the Superintendent, except by relying on a general statement that in practice no label or wrapper is issued except attached to a receptacle.

**Label and Wrapper**

Section 5 of this Ordinance repeals section 17 of the principal Ordinance and substitutes a new section. Sub-section (1) of the new section meets the point above referred to by making illegal the possession of any label or wrapper of a kind used by the Superintendent unless such label or wrapper is attached to some receptacle which was issued by the Superintendent.

**A Distinct Aggravation**

Sub-section (2) of the new section 17 deals with another point. It would be possible to remove the label from a Government opium receptacle without damaging the label and to use it again on another receptacle containing non-Government opium. It is true that the possession of this non-Government opium would be an offence in itself, but the improper use of a Government label is a distinct aggravation of that offence, and should be punishable in itself.

**Wrapper and Receptacle**

Accordingly, the subsection in question makes illegal the possession of any label or wrapper of a kind used by the Superintendent unless such label or wrapper is either attached to a receptacle issued by the Superintendent and containing the full quantity of Government opium as issued, or else has been broken in such a way as to make it impracticable to use the label or wrapper again.

**Possession Presumed**

Section 36 of the Opium Ordinance, 1923, provides that every person who is proved to have had in his possession any thing containing opium, or the documents of title to any thing containing opium shall, until the contrary is proved, be presumed to have been in possession of the opium.

**A New Section**

Section 6 of this Ordinance repeals that section and substitutes a new one which contains the following additional points which have been suggested by the corresponding section in the Dangerous Drugs Ordinance:

- (a) The presumption is made to arise also upon proof of the possession of the keys of any box or drawer containing opium.

(b) The term "documents of title" is made to include "baggage receipt."

(c) The presumption of knowledge is made to extend to knowledge of the kind of opium contained in the box or other receptacle. This is inserted because it is necessary in the charge to refer to some particular kind of opium, e.g., prepared opium or raw opium.

(d) It is expressly provided in sub-section (3) that the presumptions of the section will not be rebutted by mere proof that the accused never had the physical possession of the opium in question.

**Conclusive Evidence**

Section 37 of the principal Ordinance provides that a certificate

**RADIO**
**TODAY'S PROGRAMME**

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 155 metres:

10.55 a.m.—Morning Service re-echoed from the Union Church.

Voluntary.

Hymn: "Jesus, Lover of My Soul."

Prayer.

Scriptural Reading.

Hymn: "I Will Stand by You, to Own Thy Love."

Scriptural Lesson.

Children's Address.

Children's Hymn: "From Green Land's Icy Mountains."

Voluntary.

Silent Prayer.

Prayers.

Hymn: "Hark! the Song of Jubilee."

Address: Rev. F. C. Young.

Hymn: "The Church's One Foundation."

Benediction.

National Anthem.

Voluntary.

12.10' (Approx.) 1 p.m.—Chinese Programme.

1.45 p.m.—Weather Report.

9 p.m.—Programme of Columbia Records supplied by courtesy of Messrs. Anderson.

"Zampa," Overture, Parts 1 & 2 (Hercold) ... Sir Dan Godfrey.

"Toccata" (Gigout & Boellmann), Organ Solo by Edouard Comette.

"No, No, Nanette"—Vocal Gems, Part 1 & 2 (Harbach, Caesar, Sears & Youmans).

Columbia Vocal Gem Chorus with Orchestra.

Hungarian Dance in Minor" (Brahms—Joachim).

"Gavatina" (Raff—Op. 85, No. 3).

"Violin Solo by Arthur Catterall with Piano.

"Faust—Soldiers' Chorus" (Gounod).

"Faust—La Kerfesse" (Chorus & Orchestra of the Theatre National, Paris).

"Dancer of Saville" (C. Grunow).

"The Two Imps" (K. J. Alford).

Sir Dan Godfrey.

"The Ole in the Road," Parts 1 & 2 (Seaman).

Humorous Sketch by George Graven.

"London Catholic Choir with Organ."

"Sopranina in D Major," Parts 1 & 2 (Schubert)—Op. 157, No. 1.

Albert Simmons (Violin) & William Murdoch (Pianoforte).

"Nights of Fragrance" (Ziehrer).

"Vienna Maidens" Waltz.

New Concert Orchestra.

"Everybody's Melodies," Parts 1 & 2 (arr. J. H. Squire).

J. H. Squire Celeste Octet.

10.30 p.m.—Close Down.

**NEW ADVERTISEMENTS**
**BANK HOLIDAYS**

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on WEDNESDAY, 1st of January, 1930, (New Year's Day).

Hong Kong, 28th December, 1929.

**NOTICE**

ANNOUNCEMENT is made that Miss L. SEGAR, late of New York and Shanghai, will open the JULIETTE BEAUTY PARLOUR at No. 1, Wing Lok Bldg., Peking Road, Kowloon, on or about December 31, 1929. Telephone No. K. 1213.

**G. PUBLIC AUCTION.**

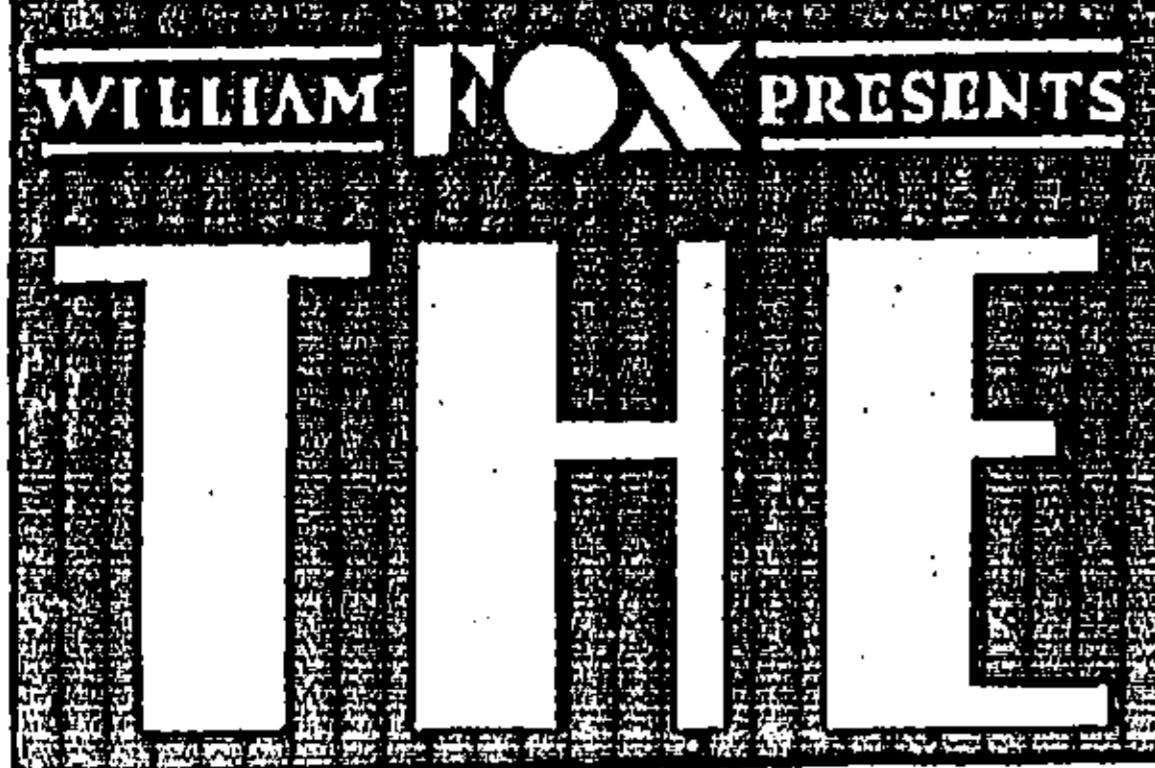
PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 30th day of December, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Cheung Sha Wan, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

**PARTICULARS OF THE LOT.**

Ref. No.	Registry No.	Locality.	Boundary Measurements.				Content.	Area.	Open Price.
			N.	S.	E.	W.			
1	Ref. No. 1	Opposite No. 1, Wing Lok Bldg., Peking Road, Kowloon	As per sale	plan.	7,600	ft.	about	24,545	

**BUSINESS OPPORTUNITY.**

CLASSIFIED advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results



# QUEEN'S

TO-DAY TO THURSDAY  
AT 2.30, 5.10, 7.15 & 9.20



# BLACK

with MYRNA LOY as the voluptuous,  
bewitching Yasmani.

ALL  
TALKING  
FOX MOVIE TONE  
FEATURE

FROM TALBOT MUNDY'S "KING OF THE KHYBER RIFLES."

# WATCH

## WORLD

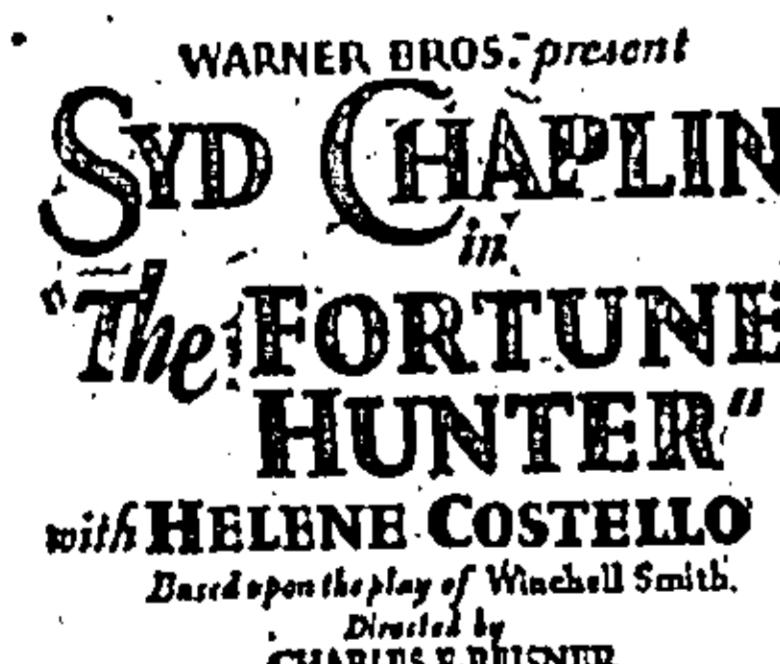
SUNDAY & MONDAY.

Eyes right!



OF THE GIRLS WHO WENT TO WAR.

TUESDAY and WEDNESDAY



The Boy from the big Town finds  
more than he ever knew in the  
Little Town.

Happy-Go-Lucky  
Human story for Young  
Hearts Everywhere.

THURSDAY to SATURDAY



with NILS ASTHER



## STAR

SUNDAY and MONDAY.



KARL DANE  
GEORGE K. ARTHUR  
IN  
**ALL AT SEA**  
SPECIAL ATTRACTION  
Mlle AMETA, PARISIAN MIRROR & FIRE DANCER

TUESDAY to THURSDAY

FLYING FISTS, FLASHING  
GUNS PUNCTUATE  
THIS EXCITING  
STORY OF

SMUGGLERS  
AND  
SWEETHEARTS

Mlle AMETA



WITH  
GEORGE O'BRIEN  
NORA LANE  
FARRELL MACDONALD  
DEN ALEX WILLIAMS  
DAVID BUTLER  
KENNETH HAWKES  
PRODUCTION



FRIDAY and SATURDAY.



MARION  
DAVIES IN  
**ZANDER the GREAT**  
Mlle AMETA



## Singapore Base

The Government's decision to slow down and suspend work on the Singapore Base was announced to the House of Commons by Mr. Alexander, the First Lord of the Admiralty. He admitted that the situation had altered materially since the first Labour Government had decided not to proceed with the Base.

A floating dock had been provided at heavy expense, and in September, 1928, a contract was signed for the building of a large graving dock to cost approximately £4,000,000. The bulk of the expenditure up to the present had been met by contributions from Hong Kong, the F.M.S. and New Zealand, their total to the end of the financial year being £2,113,000, together with the free gift of the site by the Straits Settlements.

The coming Naval Conference might affect the question of the use of the Base. The Government had taken its decision in view of all these circumstances, and no new work would be embarked upon pending the results of the Five Power Conference.

## Cautious Minister

The announcement of this policy was decidedly unpopular on the Conservative benches. Sir George Penny wanted to know whether the Dominions had been consulted, to which Mr. Alexander replied that they had been notified. He added cautiously that the Government had no reason to suppose that it was out of harmony with the immediate view of the Dominions on the subject, but would prefer to wait a little longer before giving a definite answer.

He was unable to satisfy the House that the Dominions had approved the slowing down and suspension policy, and one member, Mr. Albany, the Unionist M.P. for Gravesend, suggested that the question might arise of the contri-

butions of the Dominions being spent under false pretences. The Marquess of Titchfield drew cheers when he asked if the policy was not penny wise and pound foolish.

## Malayan Civil Servants

The employment of mul-tai in Malaya was referred to (in answers to questions), by Mr. Lunn, the Colonial Under Secretary. He said in order to be thoroughly satisfied that the system in Malaya involved nothing in the nature of slavery, inquiries of the Governor and High Commissioner were being made.

Brigadier-General Brown raised the question of discontent amongst ex-Service civil servants in Malaya in not having their salaries put upon the same basis as the cadets in the same Service. As the Government of India had adjusted the similar case of their technical officers, he wanted to know whether steps would be taken to rectify the treatment of these men by the Government of Malaya.

Mr. Lunn replied that a complaint on behalf of the ex-Service Association of Malaya was addressed in April to the previous Colonial Secretary, who decided it was impracticable to re-open this issue without the risk of doing injustice to many who had been appointed in the last eight or nine years. The present Colonial Secretary saw no reason to take a different view.

## Opium Revenue

A statement in Parliamentary papers of revenue derived by British Colonies and Protectorates from the sale of opium in 1928 gave the following figures:—Hong Kong, \$2,582,101; Straits Settlements, \$12,322,263; F.M.S., \$11,782,128; Unfederated Malay States: Johore, \$4,224,465; Kedah, \$2,062,664; Perlis, \$206,508; Kelantan, \$435,848; Trengganu, \$291,570; Brunei, \$79,447; Sarawak, \$951,118; Weihaiwei, \$2,700; North Borneo \$93,498 and Ceylon, Rs. 307,000.

**Conservatives Meet**  
The Conservative Associations have been meeting in conference, and have shown this amount of independence, that they referred back to the committee a proposal that the chairman of the executive (Mr. Davidson who is a very close friend of Mr. Baldwin) should be the head of the party. The complaint is not against Mr. Davidson himself but against the suggestion that one man should do two jobs and have too much power accordingly.

Apart from this everything else in the form of a revolt was crushed by the arguments of headquarters or of headquarters spokesmen. But on the whole it is quite clear that Mr. Baldwin and his "shadow cabinet" will have to be, if not exactly with their ears to the ground as Mr. Lloyd George used to put it, at least ready to consider any suggestions that come from the rank and file. There was a Gilbert and Sullivan figure "who led his army from behind, he found it less exciting" but I do not see Mr. Baldwin as another Duke of Plaza-Toro.

## Empire Free Trade

At the big Albert Hall demonstration Mr. Baldwin seems to have gone a long way towards accepting Lord Beaverbrook's Empire Free Trade Crusade as a policy for the party. He has not perhaps gone quite as far as Lord Beaverbrook himself but he has frankly accepted the resolution passed in the afternoon at the Conference on the subject of expanding our trade within the Empire.

He paid tribute to Lord Beaverbrook's courage in having done what none of these other newspaper never had done, that is, to bring their proposal before Parliament.

This of course was a sly hit at the late Lord Northcliffe and the present Lord Rothermere, neither of whom so far as memory serves ever made any effective appearance in the House of Lords. Lord Camrose the head of the Berry group is of course too faithful a supporter of Mr. Baldwin to make it necessary for him to prove his loyalty.

## Challenge Taken Up

It is remarkable that Mr. Baldwin should have gone so far as to pin his faith to Lord Beaverbrook, seeing that the debate in the House of Lords was by no means favourable to the Empire Free Trade

Crusade. Lord Beaverbrook, who is not an inspiring speaker any more than he is handsome to look upon, was rated from the front and from both sides. The Government voicing the conventional free trade argument said it was impossible to have free trade within the empire unless Great Britain first became protectionist.

In the "Times" Mr. Amery takes up this challenge, and is prepared to work with that aim in view, however hopeless it may appear to be.

But probably one of the most difficult questions which were put to Lord Bledisloe the great practical farmer, who asked what the scheme would do for the British farmer.

On the other side Lord Cungham, who was associated with Mr. Chamberlain in his Tariff Reform policy 25 years ago and who is of course as good a Conservative as Lord Beaverbrook or Mr. Amery, said it was hopeless to think that a protectionist policy involving food taxes would ever appeal to the people of this country; and Lord Beauchamp supported the Government in opposing Lord Beaverbrook.

It is one of the eccentricities of our political life that although the Beaverbrook policy seemed to be almost laughed out of court in the House of Lords debate, Mr. Baldwin practically gives it his blessing and 3 or 4 thousand Conservative delegates and their women-folk cheered him to the echo. Sometimes one is inclined to think that, with the extraordinary intricacy of public life, those who have adopted the Noble Eightfold Path have the best of it.

## M.P.s and R101

The offer of a trip in the giant new airship, R101, greatly attracted M.P.s and a large number balloted for the 80 places available, including some of the women members while 20 were allotted to the House of Lords. There was a good deal of private jocularity on the subject and even a question in the House as to the awkward Parliamentary situation that might be created if there was a disaster.

One M.P., who was himself booked for the trip, started a rumour that "Old Moore's Almanack" promised for November an airship disaster involving a number of legislators. As it happened the weather prevented the flight on the day arranged.

## AGRICULTURAL

Show To Be Opened By  
H.E. The Governor

To be held under the patronage of His Excellency the Governor, the New Territories Agricultural Show will open next Saturday (January 4), and will continue throughout Sunday. The venue will be Shek-wu-hui, near the Sheungshui railway station.

The public will be admitted to the exhibition grounds from 11 a.m. on Saturday, and the judging of the exhibits will take place at 11.15. There will be a theatrical performance by the Chung Sing Benevolent Association, from noon to 1 p.m.

By kind permission of Lieut.-Col. H. B. Vernon and Officers, the Band of the 2/15th Punjabis will be in attendance during the day.

Sunday's Programme

The gates will be open at the same hour on Sunday, and the rest of the programme for the day will be as follows:

11 to 12 a.m. Display by Chin Wo Athletic Association.

12 to 1 p.m. Theatrical performance by Miss Le Pui-lan and other musical selections.

2.30 p.m. distribution of prizes by Mrs. J. A. Fraser.

3 to 4 p.m. Chinese boxing display.

A European restaurant will be run on the exhibition grounds under the management of the Queen's Cafeteria.

Seven sheds will be set aside for vegetables, fruits, cereals and sugar. There will also be a poultry section and an exhibit of honey.

Special trains at special rates will be run on the two days by the Kowloon-Canton Railway, while the Chung Mei Garage Co. of Mongkok and the Nam Shing Motor Bus Co. of Sheung Shui are also providing a cheap service to the exhibition grounds.

## BUSINESS OPPORTUNITY

**CLASSIFIED** Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or 'Phone C. 4641.

And Now for New Year

BUY

LA PRUEBA

CIGARS

AND

Entertain Your Friends  
With a Real Good

"MANILA"

THE SINCERE CO., LTD.

SOLE DISTRIBUTORS.

## HOUSEHOLD COAL

We have now made arrangements to deliver Household Coal on the following terms, and would emphasise that full weight at destination is guaranteed.

## SELECTED GRADE LUMP COAL

Upper Levels . . . \$21.00 per ton

Mid-Levels . . . 20.00 per ton

Central District . . . 19.00 per ton

## BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels . . . \$19.50 per ton

Mid-Levels . . . 18.50 per ton

Central District . . . 17.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

ARNHOLD & CO., LTD.,  
French Bank Building, Des Voeux Road Central.

## ANNOUNCEMENT!!!

THE LAST DAY FOR SENDING IN  
YOUR INFORMATION FOR THE

## “HONGS SECTION”

OF THE 1930 ISSUE OF THE \$ DIRECTORY

IS

TUESDAY, December 31st.

SO MAKE SURE THAT YOU SEND IN ALL YOUR INFORMATION  
CONCERNING YOUR FIRM'S PARTICULARS TO BE INSERTED FREE OF CHARGE

NOW

Remember to state if you require a  
**HEAVY BLACK TYPE** at \$5 per line or a  
**MEDIUM BLACK TYPE** at \$2 per line.

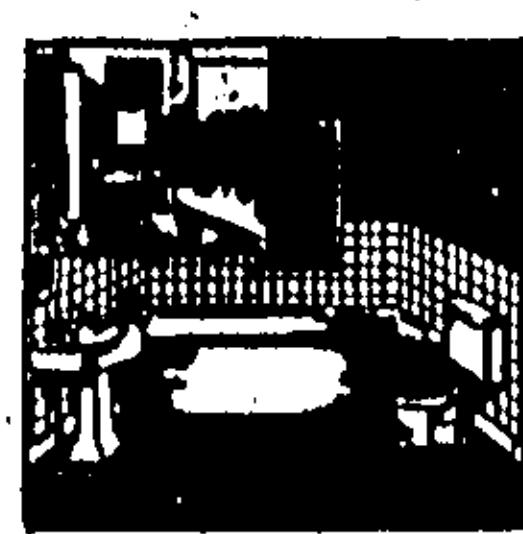
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## LEAGUE FOOTBALL

(Continued from Page 4.)

## Exciting Melee

The Gunners went straight to the attack; the K.O.S.B. defenders having a very worrying time.

The R.A. were pressing and had hard luck in not opening their account in the first few minutes.

Spears badly fumbled a shot from Allen and the melee that followed was very exciting.

Allen regaining possession, shot, the ball striking the under side of the bar and rebounding into play, to be cleared by Gardner.

After this very lucky start the K.O.S.B. forwards got moving and a rush terminated with Stock striking the net on the wrong side.

Play then became more evenly contested, the defences being on top. Danger threatened the Gunners when Taylor handled just outside the penalty area but Rawlings cleared.

McGlinchy then tried to martial his forces and sent his men forward, Torrie eventually passing to him.

His shot was deflected, however, by Rawlings for a corner, which was cleared.

From the flag kick Oliver got his right wing moving, and Cotton gaining possession, attempted to get through, but was held by Reeves.

McGlinchy and Torrie, combining well, worked up their wing, Torrie putting in a good centre which Stevens just failed to reach.

It was, however, gathered by Alexander, who shot; but Fletcher was safe.

The Gunners then broke away and forced a corner, the resultant flag kick being well placed by Cotton and resulting in a display of heading until Gill shot over the bar.

Continuing the pressure, Gill snatched a good opportunity by heading when well placed.

Cotton receiving from Taylor swerved and sent in a fast shot which Spears just managed to touch and throw to Reeves to clear.

The interval arrived with the R.A. still attacking.

Half-time:—  
R. A. .... 0  
K. O. S. B. .... 0

## Miss in Goalmouth

After the resumption the defences held the upper hand for about twenty minutes, until Alexander ran down the wing and tried a long

range shot for Fletcher to punch out.

The ball went to Stevens who stood with his back to goal, and he tried a hook shot which went just over.

A good run by Torrie gave Stevens an opening but he shot over when well placed.

The best scoring opportunity of the match was missed by Allen when he missed the ball after a pass from Allen in the goalmouth. Gardner cleared.

A penalty was then awarded the K.O.S.B. side for a foul on McGlinchy, the spot kick being taken by Everest who made no mistake with his shot.

In the last five minutes of the game the Scots were awarded a further penalty but through Everest shooting straight at Fletcher it was not converted.

The final whistle concluded a hard fought game.

Result:—  
R. A. .... 0  
K. O. S. B. .... 1

## Division II

EASTERN v. EWO

Referee Warns Players

Played at Happy Valley.  
Eastern were good value for their win but the match was spoilt by unfair play, although the referee had a good grip of the game.

Sgt. Bunting lined up the following teams:—

Eastern: Tso Sin-on; Lau Ching-yen, Lai Ting-chol; Ng Ying-kay, Cheung Ing-fun; Fung Yui-wai; Lee Bing-tong, Chu Bing-fai, M. S. Sank, M. Moosa, M. Sabhan.

Ewo: Chan Yun-poo; Chung Chun-ying, Lam Ho-yin; To Ho-hang, Tseng Kam-tong, To Ho-ching; Ho Yun-lim, Li Fook-ting, Tang Hon-sing, Chow Yui-fai, Fung King-yu.

Words of Advice

Ewo kicked off and in the first two minutes Tseng Hon-sing got through and easily beat the goalkeeper.

Eastern retaliated and Sabhan equalised from close in.

Temper now got ruffled and, after having to caution Moosa, the

referee called the players together and gave them a few words of advice.

Later Tseng Hon-sing was cautioned for dangerous play and from the free kick just outside the penalty area Lai Ting-chol put his side in front with a low drive.

Eastern continued to have most of the play, but half time arrived without further scoring taking place.

Half-time:—  
Eastern ..... 2  
Ewo ..... 1

Player Ordered Off

On resuming Eastern had most of the play, but from a break away Tseng Hon-sing equalised.

Eastern again took up the running and Tseng Hon-sing once more came under the ban of the referee for a foul on Saitoh, this time having to leave the field of play.

From the foul kick Ng Ying-kay again put his side in front.

Eastern had now most of the play and further goals were added by Lee Bing-tong, first from a pass by Sabhan and later from a corner kick.

Result:—  
Eastern ..... 5  
Ewo ..... 2

RECREIO v. S. CHINA "B"

Players Ordered Off

Played at King's Park, this match resulted in a win for Recreio.

Play was, unfortunately, marred by several unpleasant incidents which ended with two players being sent off the field.

Recreio: — H. Remedios; Silva, Oliveira; Britto, da Silva, A. Xavier; Figueiredo, M. Xavier, Gomes, R. Remedios and Santos.

S. China "B": — Chan, Ki-chang; Wong Kai Yu, Kuan-ping; Pang Chi-sang, Tseng Kau-po, Ho Chi-wing; Cu, Chin-hong, Chow Kam-woon, Pei Lee-ling, Chau Fook-yeo and Chau Cum-sang.

Referee: — R.P.O. Rodwell.  
Opening: Missed.

Recreio won the toss and elected to play against the slight breeze, immediately attacking.

South China retaliated but openings were missed.

South China, however, kept up a hot attack and the efforts were rewarded when Pei Lee-ling scored.

Recreio then ran through and M. Xavier equalised. Recreio gained the lead through Gomes from a pass by Santos.

Half-time:—  
Recreio ..... 2  
South China "B" ..... 1

Temper Ruffled

On the resumption, South China took up the offensive, but the opposing team were defending well. South China should have equalised, but Chow Kam-woon skied the ball when on the goal line.

In the closing stages, leapers were getting ruffed and the referee had no alternative but to send off Santos and Cu Chin-hong.

There being no further score, the final whistle blew with the Chinese rather unlucky in losing the game.

Result:—  
Recreio ..... 2  
South China "B" ..... 1

CLUB v. UNIVERSITY

Played on the Club Ground, Happy Valley.

University were value for their win.

B.Q.M.S. Clark lined up the following teams:—

Club: Sterling; Sloan, Potouloff; Puncheon, Ralton, Hyens; Parkhurst, Duncan, Fowler, Thompson, Smith.

University: D. Oppenheim; G. S. Seely, A. Reed; C. M. Lee, S. L. Wong, K. S. Lew; L. Openheim, P. P. Kho, B. K. Jap, S. H. Ling, H. L. Lee.

In a well-contested first half the Club were just value for one goal lead scored by Fowler.

Half-time:—  
Club ..... 1  
University ..... 0

On resuming, University had most of the game, and goals were scored by B. K. Jap, S. H. Ling and H. L. Lee.

Result:—  
Club ..... 1  
University ..... 3

ST. JOSEPH'S v. CHINESE "A"

Played at Happy Valley, when the Chinese "A" won by the odd goal in three.

Words of Advice

Two kicked off and in the first two minutes Tseng Hon-sing got through and easily beat the goalkeeper.

Eastern retaliated and Sabhan equalised from close in.

Temper now got ruffled and, after having to caution Moosa, the

Cpl. Martin lined up the following teams:—

St. Joseph's: McGrann; Clayton, Harvey; Reed, Paton, Marvan; Omar, Gutierrez, Lopard, Harcon, Fernandez.

Chinese "A": Wong Yun-sing; Lo Wan-man, Wong Sik-ping; Ng Po-ku, Lau Kwok-chui, Ng Tak-wing; Chow Yim-chung, Mak Kwok-tung, Lee Ping-san, Loung Tat-wing, Lee Fong.

Great Display

St. Joseph's kicked off and made tracks for their opponents' goal, Leonard going very close, with a header.

Chinese "A" now took the game in hand and for the remainder of the first half had most of the play, but McGrann and Clayton were giving a great display and half time arrived without either team having scored.

Half-time:—  
St. Joseph's ..... 0  
Chinese "A" ..... 0

Two Penalties

On resuming Chinese "A" attacked and Mak Kwok-tung beat McGrann with a shot that entered the net after hitting the upright.

Chinese "A" were awarded a penalty for hands but Lo Wan-man shot over the bar.

St. Joseph's attacked and were also awarded a penalty, for a foul, against Lo Wan-man and Harcon.

Chinese "A" retaliated and Chow Yim-chung scored with a great shot that gave McGrann no chance.

The Chinese continued to have most of the play but no further goals were added.

Result:—  
R.A. ..... 1  
South China "A" ..... 3

R.A.M.C. v. NAVY

On the Caroline Hill ground Mr. Ip Kau-ko lined up the following players:—

R.A.M.C.: — McGowan; McLeavy, Joyce; Riches; Dodson, Thomas; Elliott, Elbow, Goodman, Shepherd and Evans.

Navy: — Wyatt; Spragg, Carey; Kesby, Evan, Timberlake; Key, Hassell, Cartwright and Wade.

Navy on Top

The Navy kicked off, being without the services of Sorbie for the first fifteen minutes, he being delayed at the start.

R.A.M.C. — McGowan; McLeavy, Joyce; Riches; Dodson, Thomas; Elliott, Elbow, Goodman, Shepherd and Evans.

Navy: — Wyatt; Spragg, Carey; Kesby, Evan, Timberlake; Key, Hassell, Cartwright and Wade.

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R.A.M.C. — McGowan; McLeavy, Joyce; Riches; Dodson, Thomas; Elliott, Elbow, Goodman, Shepherd and Evans.

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The Navy kicked off, being without the services of Sorbie for the first fifteen minutes, he being delayed at the start.

# MOTORISTS THIS IS YOUR PAGE



There is no doubt that the great multitudes of purchasers of all things are demanding higher standards of performance. The trend is unmistakable. Its momentum has been gathering for years. So it is inconceivable that standards of demand should not continue to rise for the next 10 or 20 years.

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## SINGAPORE TO LONDON

### JOURNEY ON A RILEY "9"

By Capt. W. T. C. Riley, F.R.G.S.

(Reprinted from "The Riley Record".)

In these days of the enlightened 20th Century, one is rather liable to lose sight of adventure and romance. To many of us the Great War brought such romantic countries as Persia, Arabia and Turkey almost to our very doorsteps. The flashing of news by our everyday Press wireless has brought the extraordinary incidents of life in the out-of-the-way places of the World to our breakfast table, and robbed them entirely of their old-time lustre.

The white man's peaceful (and otherwise) penetration to the fringes of these places has made it possible for the material hard-headed man of commerce to enjoy a holiday in perfect safety and comfort among the bazaars of Algiers or on the fringes of the Sahara and to look with languid eyes upon tame Tuaregs and Berbers as his children would at lions in the Zoo.

So many of the historically romantic savages of the earth enjoy their whisky and soda to-day in the Westernised cafés on the frontiers of their native land that the tourist is liable to assume the World has no frontiers left. Let him, however, in his ignorance or arrogance overstep these limits of civilisation, as we term our excuse for the subjection of other peoples, and he will find that if fact is not his foremost ally and weapon he is crushed by the humanity he is to

despise. Beyond those fringes where the white man has not taken his greed for money and wealth, where man's most treasured possessions are his freedom and his wife, and his camels, where the lives of his slaves, so aptly termed his wives, and his money are but secondary considerations, life generally is held very cheap.

As Tuareg once told me—"Why worry, the sun will rise to-morrow, and if I have my rifle and my camel Allah will provide!"—and I could not help thinking that we also say that "The Lord helps them who help themselves."

Those of us who have not experienced life in such districts find it difficult to appreciate the man who has, or his points of view. We find him sometimes in the maelstrom of our big London hotels gazing vacantly at the passing throng, apparently unconcerned at his aloofness from his fellow men, the attractions of theatres or the great city around him leaving him cold. In our ignorance we find him quiet and uninteresting, but we cannot appreciate the entire self-reliance that his life has taught him. We cannot appreciate his life, often a lone white man surrounded by countless hundreds of people of a different colour, or creed, nursing their own superstitions and secretly hating the unbeliever in their

midst. To such a man, often separated from his nearest white neighbour by days of laborious travel over rough winding and narrow bush tracks, tact, scrupulous fairness and self-reliance form a second nature.

#### Natural Difficulties

Thus we find the necessity of a particular character to overcome the natural difficulties which lie in the path of a transcontinental motorist, added to which must be an ingenious mechanical mind to overcome troubles which cannot be repaired. Drawing from my own very limited experience, I remember three of us repairing a burst petrol tank in the desert, near Timbuktu, with paper and gum from the office of a French political officer. On another occasion, after limping into a disused transport yard with a split steering gearbox, I spent many weary days casting a new one in aluminium from a scrap dump, my pattern being made from empty petrol tins and my machining operations being performed with a drill brace and a few files. Another owner of a Riley Twelve, after breaking a steering arm near Lake Chad, adapted one taken from a derrick Fordson tractor; which he was lucky enough to find, and to really appreciate this effort one should examine them side by side.

The woeful tales of such incidents are seldom told by the modern ever busy scribe as indeed they should not be. With the attendant anxiety at the presence of a temporary repart to face hundreds of gruelling miles, the gnawing doubt of fuel and food supplies holding out owing to the delay incurred in a country devoid of assistance, does not make good or cheerful reading. Under such conditions one's temper is not improved and one's energy is sapped almost to breaking point by the pitiless glare of a tropical sun and shade temperatures of 120 degrees.

#### A Lion's Heart

With all this in mind, it is amazing to think what this little car with a lion's heart has achieved. From Singapore, that metropolis of the shimmering East, to London, the Western hub of the World, it has struggled gamely overcoming trials seldom put in the path of any car regardless of size, weight or power.

Through Malayan tropical forests, over Indian sweltering plains and Persian hills and crags, into Mesopotamia and Syria, those turbulent lands of racial hatred and constant unrest. Through Bulgaria's rocky defiles where a tactless word or action in anger spell disaster to man and machine. Through Yugoslavia, a republic like Phoenix rising from the flames



Rosario Graxiano and his father have high hopes of becoming rich through their invention of a special carburetor. They are York, which they claim will enable the use of a vapour created from fuel oil as a substitute for gasoline.

#### HEADLIGHTS

#### Dangerous To Motorists And Pedestrians

Lieut.-Colonel Charles Jarrott, Circle of the 19th Century Motorists, writes to the Home Press:

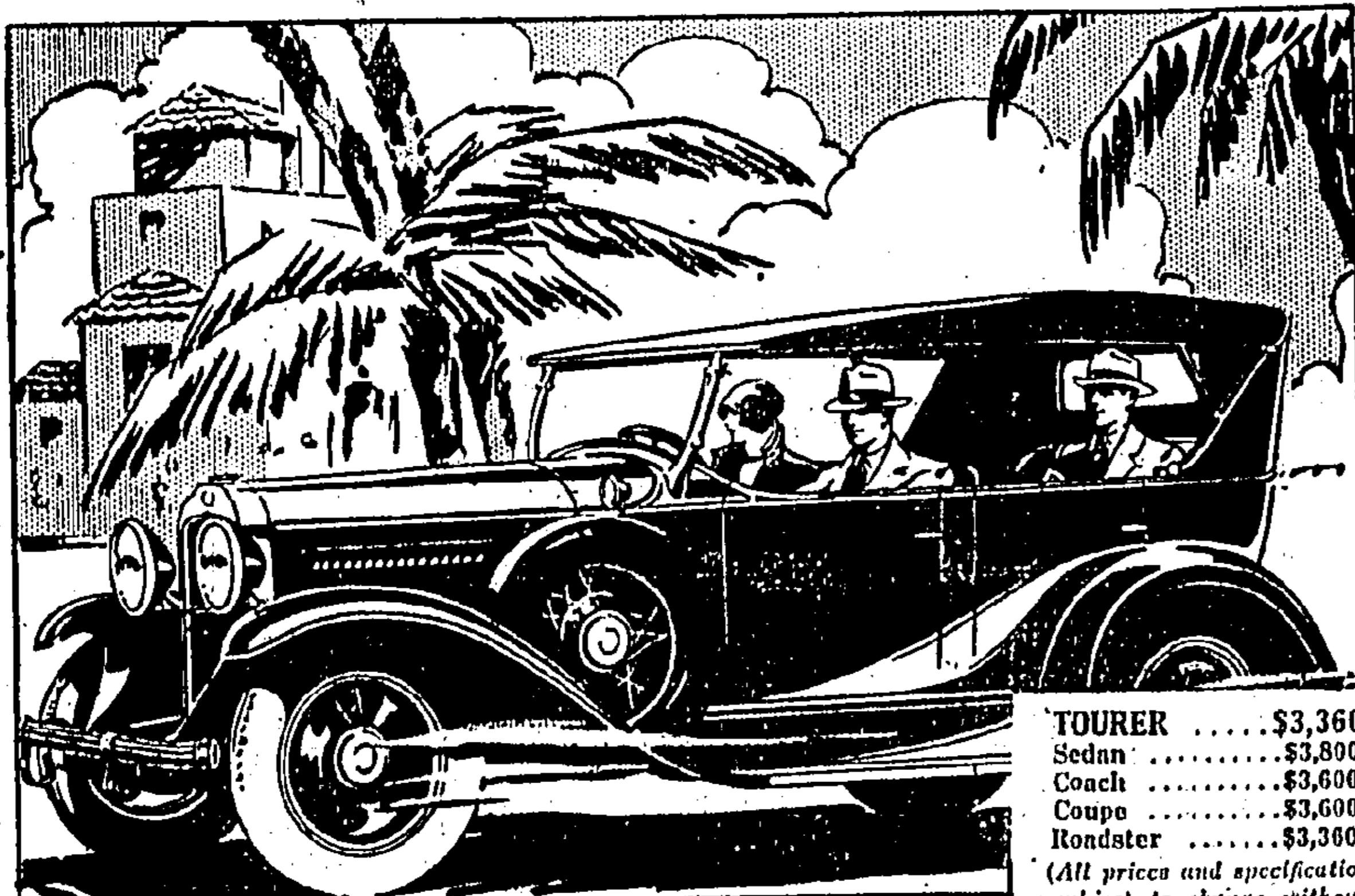
The authorities, after years of investigation, appear to be unable to bring in any regulation for controlling the use of headlights.

I would like to point out that enormous benefit can be obtained by the driver of any vehicle by fitting on the windscreen an anti-dazzle device of some description or another. Speaking personally, with thirty-three years of driving experience behind me, I would like to testify strongly to the help which I have derived from the use of a device of this description.

The fitting of a small shield which takes away from the drivers' eyes the fierce dazzle from the lights of the oncoming car makes for safety of all road users.

I see comparatively few cars fitted with an appliance such as I have mentioned, and I cannot help thinking that if motorists really realised the advantage that they would obtain, an anti-dazzle device would be part of the equipment of every vehicle.

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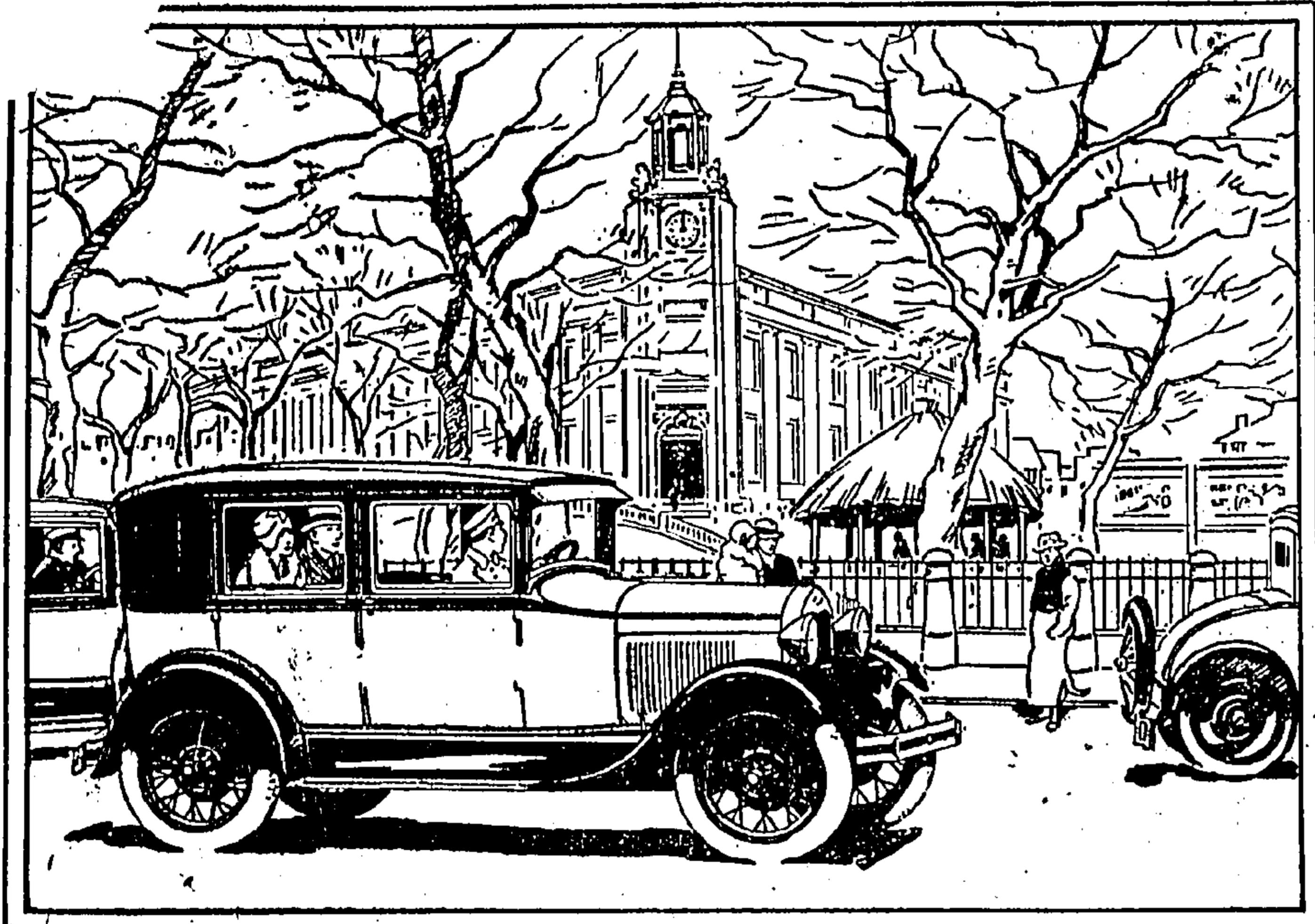
#### EXCESS MILEAGE!

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## YOU'LL HAVE A FEELING OF SECURITY AND CONFIDENCE WHEN YOU DRIVE THE NEW FORD



THROUGH thickest traffic, down steepest hills, along the open road, you will have a feeling of security and confidence in driving the new Ford because of the quick, effective action of its six-brake system.

A particularly pleasing feature of the car is the smooth, silent, positive operation of these brakes. The four-wheel brakes take hold with a commanding grip at a slight pressure of the foot on the brake pedal. An effortless pull on the brake lever is sufficient to apply the emergency or parking brakes.

The six-brake system on the new Ford gives you the highest degree of safety and reliability because the four-wheel brakes and the separate emergency or parking brakes are all of the mechanical, internal-expanding type, with braking surfaces fully enclosed for protection against mud, water and grease.

The very definite advantages of this type of braking system have long been recognized. They are brought to you in the new Ford through a series of mechanical improvements embodying much that is new in design and construction. The comforting assurance that your brakes are equal to every emergency means a great deal to your peace of mind and adds immeasurably to the pleasure of motoring.

Ease of steering and of shifting gears, the smooth-working clutch, and quick acceleration are other important control features that make the new Ford such a good car to own and drive.

Come in and see the beautiful lines and colours of the new Ford. Inspect it mechanically—part by part. Ask for a demonstration ride. You will realize that it is an unusually good value at a low price.



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### TRAFFIC GROWTH

#### Fivefold Increase In Six Years

There are five times as much motor traffic on the highways of Great Britain to-day as there were six years ago. In the last twelve months it has increased by 12 per cent.

These striking facts are revealed by the records of the Automobile Association, based on a census of

the traffic taken each autumn at 100 of more points spread all over the country outside London and the big cities. The average number of private cars passing each point this year was 17,000 in a week; in 1923 the corresponding figure was 3,000.

The association points out that, while the traffic flow has increased fivefold in six years, the actual number of cars has increased less than threefold. We use our cars more than we used to, and this emphasizes the urgent need for greater development of the roads.

### FORD CAR RUMOURS

#### Are Changes Planned?

Reports are again reaching New York from sources at Detroit to the effect that changes are contemplated in the design of Ford cars of the model "A" type.

They state that preparations in that direction are already being made at the Ford works. Formal contradictions have followed once again.

of these reports, but it is generally believed that Mr. Ford has in view certain alterations which, although they may not constitute big variations in the design of the cars, will be at least refinements of some importance.

It is not forgotten that Mr. Ford appeared to be a little backward from the market point of view in making the change from model "A" to model "A" a year or two ago, and the feeling is that he is not likely to make the same mistake again.

### FAMOUS EXPLORERS WAVE OF OPTIMISM

#### Use Willys-Knights In Jungle

Mr. and Mrs. Martin Johnson, noted African explorers, are on their fourth expedition to Equatorial Africa. This trip is expected to be the most interesting and important of their African expeditions and will probably require two years or more to accomplish.

The explorers will head for Central Africa where, on the Victoria Nile, and in the Belgian Congo, are to be found the last unexplored parts of what was once a little known part of the world. In the Victoria-Nile region, there are probably more crocodiles and hippos than in any other place in the world, Mr. Johnson said. There are also enormous herds of elephants to be found here and in this region are to be found specimens of the fast vanishing white rhinoceros, all of which Mr. Johnson will photograph.

Mr. and Mrs. Johnson will for the first time in history take sound pictures in the African jungle. In fact, the primary purpose of the trips is to reproduce in colour and in sound all of the life of the jungle, a record which will be invaluable to scientists.

Assembling and selecting the equipment for an expedition of this nature is a task of no small proportions and Mr. Johnson heaved a sigh of relief when a ship containing motor-cars and trucks, provisions, cameras, chemicals, camp equipment, guns, ammunition and sundries, left New York bound for Mombasa on the East Coast of Africa.

#### A Great Strain

"We have been particularly careful in selecting the right motor cars and trucks for our expedition," Mr. Johnson pointed out. "They must stand a great strain and be not only powerful but very durable, as well. For this reason, we have again selected Willys-Knight cars. We have used them on our previous trips and we know from experience how well, they stand up. Willys-Knight is the strongest, most durable car I know of and will stand up better under rough usage than any car I have ever used. There is power in the engine, too, and the sleeve valve motor is far less complicated and can better be taken care of than other types."

"The claim that this car improves with use has been borne out by our own experiences. It is because of its demonstrated efficiency under the most trying operating conditions and because of its proven durability that I have selected the Willys-Knight as the car we will use. We have sent eight of them along with our equipment."

"I have trained three native boys to drive the Willys-Knight," Mr. Johnson explained. "They are not only good drivers but they make good mechanics too. In fact, it is amazing how proficient these boys are along mechanical lines. They seem to have a marvellous mechanical instinct and they, in common with their fellow-countrymen, are always pleased when we let them help us with the Willys-Knights. We rely greatly on our motor cars and because of them we are enabled to accomplish a great deal in a relatively short period of time."

All of Martin Johnson's expeditions have been interesting and all have been fruitful from a scientific point of view. Through his work science has learned much about the Dark Continent. Even so, the trip upon which he has just embarked is expected to be richer in scientific developments and results than any of the preceding trips.

It is seldom that manufacturers advertise to the world the fact that motor-transport costs money, but British manufacturers at least realize that it is neither in the interests of themselves nor their customers, nor aids the financial stability of any country, to exploit uneconomically the motor vehicle to create an illusory demand. It is necessary to look at transport in its proper perspective to the welfare of any community. Too easy finance or credit insurance in respect of certain articles has been said by General Hertzog to be a disease menacing to society. The British Industry does not deny that in certain cases the extension of too easy credit for the purchase of certain types of motor cars has proved dangerous in respect of vehicles which are expensive to run or which have a high rate of depreciation and which, perhaps, do not play their proper sphere in the economic stability of the customer.

The manufacturers of the utility car which is to-day capturing the imagination of the world believe that they are providing an essential means of expeditious and cheap transport which, by adding to the economic prosperity of the community and the individual, will provide the answer to the statement that hire purchase "is an absolute disease and menace to society."

With respect to all ranges of cars and commercial vehicles there is a definite feeling of optimism at home that the greatest opportunity to-day exists for a wide and wide expansion in the export of every type of vehicle.

### Definite Signs Of Progress

For the nine months ending September the exports of British motor goods exceeded 25 per cent. in value and 40 per cent. in number over the comparative figures for the same period in 1928; showing an expansion in practically every market throughout the world.

The Motor Exhibition at Olympia was remarkable for the extraordinary public enthusiasm shown over the range of British motors, while the press of Great Britain has been full of a note of optimism that along with the post-war difficulties of the industry have been overcome and that to-day British Manufacturers can offer a range of vehicles at competitive prices which are suitable for every sort of road condition.

Perhaps the most interesting feature of the development of the past months has been the confidence in the industry shown by one of the largest insurance companies in the world, which has become de-

### A RECORD YEAR

#### British Industry Satisfied

The British motor industry has every reason to be satisfied with the successes it has attained during 1929, for its achievements and progress have been most marked.

In the realm of sport and in the struggle for its legitimate position in the motor markets of the world the efforts of British manufacturers have been rewarded with a large measure of success.

Sir Henry Segrave and Capt. Malcolm Campbell, by their performances placed the predominance of British craftsmanship, design and construction beyond question, achievements which were followed by the sweeping successes of four British cars in the 24-hour road race at Le Mans.

When matched against all comers and drivers of international reputation in the 6-hour endurance race at Brooklands in July the Indomitable Little Austin Seven secured seventh place in the race against all competitors irrespective of size or power, while it was the winner of the 750 c.c. class gaining the coveted B.A.R.C. Trophy.

Later, in the R.A.C. Tourist Trophy Race near Belfast in August, two of these same cars were successful in securing third and fourth positions after a run of approximately 60 m.p.h., holding the lead in the race until within about five laps of the end, and breaking the lap record for their class with monotonous regularity. Only within the last month a Bentley car won the fastest long-distance race that has ever been run at Brooklands, averaging for the 500 miles 107.32 m.p.h. British cars—Bentley and a Sunbeam—also gained second and third places.

Indeed, from all quarters have come reports of the achievements of British cars, justifying their makers' claims of their reliability, speed and general performance.

In the hands of a lady driver a light car has been driven round the world in seven months, while a British made motorbus has been used for an exploration trip into an unknown African desert.

These are but a few of the instances which British vehicles have been giving of their ability to function satisfactorily under every sort of condition and it is therefore hardly a matter of wonder that at the recent Motor Exhibition at Olympia the British manufacturers' stands were the centre of universal interest. Visitors from all quarters of the globe inspected with the keenest appreciation the models which are the answer of British manufacturers to the challenge of their competitors and possibly on no previous occasion has such interest been shown in the products of the British Motor Industry.

The goods and passenger-carrying vehicle has been sharing in the advance that has been made and the biennial Commercial Vehicle Show which follows the Motor Exhibition at Olympia will afford to visitors from all parts of the world an opportunity for seeing the vast strides made by this branch of the industry in the short space of two years since the last similar exhibition was held.

From the light delivery van, through every range of four-wheeled vehicle and the more modern six-wheeled vehicle for goods and passenger-carrying purposes there are to-day competitive ranges of British-made vehicles which are suitable for every condition of road. Operators in every market are coming more and more to realize that the problem of transportation needs can best be dealt with through the transport from British factories, a realisation which is shown in the increasing volume of export business according to British manufacturers.

## K.L.G. SPARKING PLUGS

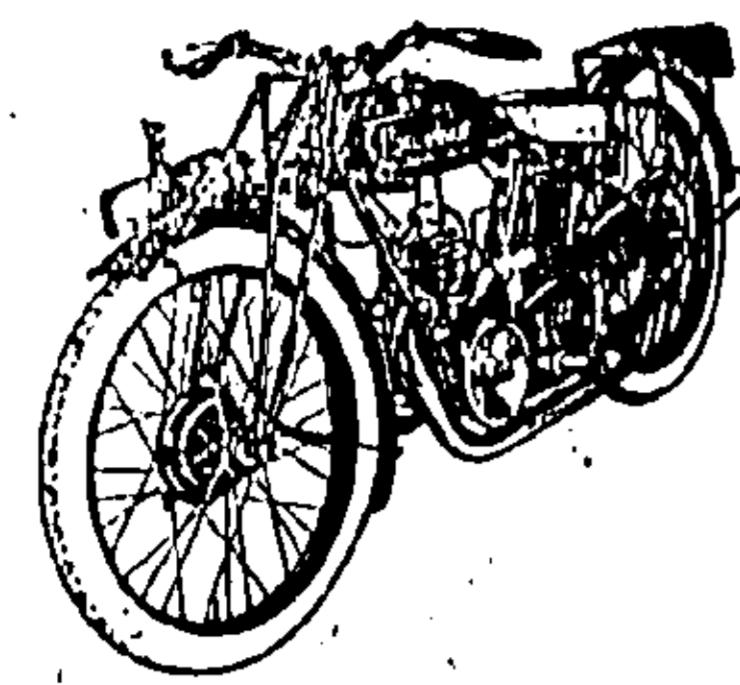


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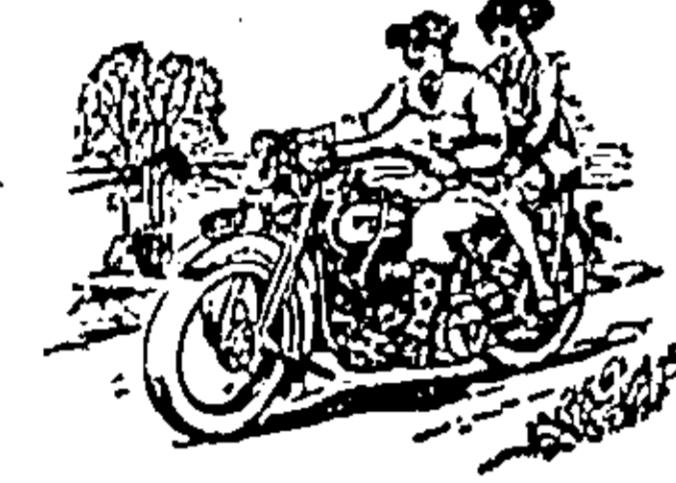
PRICES GREATLY REDUCED!

EXCELSIOR  
MOTOR CYCLES

In order to give way for 1930 models which are coming, our stock of motor cycles have to go at greatly reduced prices.

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**THE SINCERE CO., LTD.**  
SOLE AGENTS.

## A GOOD CHRISTMAS GIFT



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**THE GASCON MOTOR CO.**  
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
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(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

ON THE ROAD  
The Morris Light Six

A writer in a Homo paper says:—Of the new Morris Light Six I think a good deal may be "taken as road," since it attracted such lively interest on its first appearance. It has a 16 h.p. engine with side-valves, aluminium pistons, hot spots for the induction, and an air cleaner which collects the fumes from the crankcase breather, and it is equipped with automatic radiator shutters, hydraulic brakes, dipping headlights, and other accessories which a year ago no one would have dreamed of finding on a "six" costing well under £300.

How it behaves on the road I have just had an opportunity of testing on a fabric saloon provided by Stewart and Ardern Ltd., the Morris distributors. The day, unfortunately, was foggy, but almost everything about the car impressed me very favourably.

Up to 50 m.p.h. there was no increase of noise with increase of speed; indeed, the engine seemed happiest at from 40 to 50, and there were lots of reserve power then. Its hill-climbing was surprising for a 16 h.p. engine and a full-sized, if light, body, and it will do a handsome proportion of its work on top, especially if the driver is not too lazy to use the ignition control. Acceleration seemed to me both when the car was really moving, but it was never sluggish.

The brakes were good, the springing satisfactory, and the steering very good indeed—so light as to feel almost too light, though the car's perfect steadiness showed that the feeling was illusory. Altogether a thoroughly practical, useful, and comfortable car, and if it proves, as it should, up to Morris' standards of reliability, wonderful value for the money—£285 for the lavishly-equipped fabric saloon.

The new saloon body, with its graceful un-American lines and built-in luggage container, is as good to be in as to look at—adjustable front seats, plenty of room for everyone, and a good driving position. My only criticism is that the front pillar cuts off rather more view than it need. The "finger-tip control" on the steering wheel is a real contribution to easy driving.

SEEN AS ROMANCE  
Popular Rise Of Knight Engines

The rise of the Knight double sleeve-valve type of engine to its present high peak of world-wide popularity presents one of the most interesting romances of the entire automobile industry. Although this engine was the invention of Charles Y. Knight, a Chitengon, Europe may justly be credited with the early development and popularization of this type of power plant since it was first employed as early as 1908 by several of the leading European car manufacturers.

In that year in each of the four leading countries of Europe, the four major automobile manufacturers were producing cars powered with Knight type engines and as a result of the sensation these cars created, this type of car immediately became one of the most popular in the large car class. The manufacturers of cars of this type in Europe at that time whose names are internationally famous, were Daimler of England, Minerva of Belgium, Mercedes in Germany, and the Panhard-Levassor in France.

The striking performance of the Knight double sleeve-valve engine in Europe also created widespread interest in America among the motor public but it was John N. Willys, at that time president of the Willys-Overland Company of Toledo, who secured the American patent rights to the Knight car. Since that time this product of the Willys-Overland Company has been in constant production, each year witnessing improvements and betterments in the engine although the basic principles remain the same to this day.

## A Great Master Stroke

The securing of the American patent rights on the Knight sleeve-valve engine is considered by car manufacturers to be one of the greatest master strokes ever accomplished by any American motor car builder.

Marked progress was made by the Knight double sleeve-valve engine in America under the guidance of Mr. Willys until to-day this company is the largest builder of this type of motor-vehicle in the world, and during the current year the new Willys-Knight sixes are enjoying the greatest sales demand in the history of the company. This widespread endorsement of the

MOTORS IN SHIPS  
Use In Auxiliary Yachts

What power shall I put in? What speed shall I get? are questions which invariably arise when the sailing man decides to have an auxiliary engine in his ship. He also wants to know how much room the engine will take, and how it will fit in. As a useful and practical aid to answering these knotty points, there can be no better way than by giving concrete examples of craft already fitted.

To supply this information the Alisa Craig Motor Co., Ltd., of Chiswick, have produced an attractive leaflet generously illustrated with photographs of various types of auxiliary yachts fitted with their engines as well as plans of typical installations both with the ordinary direct drive and reverse gear and with reverse gear and reduction gear.

"Although the leaflet is primarily designed to show the well-known adaptability of Alisa Craig Marine Motors to all conditions, no matter how restricted the space may be, it also forms a useful guide to a solution of the power and speed questions.

The Alisa Craig Motor Co. will be pleased to send copies free to owners who are contemplating replacements, or making new installations. If at the same time details of requirements are given the Company will place their many years' experience at the disposal of owners to ensure the most suitable unit being employed.

## Auto and Aerial Craft

A combination land and air vehicle has been built by an inventor in Berlin. When in use on the ground the wings are folded back and locked together, the propeller is taken off and the gears shifted from propeller shaft to rear axle.

double sleeve-valve type of engine justifies the confidence exhibited by the Toledo car manufacturer when he obtained American rights to the sleeve-valve engine more than 15 years ago.

The world-wide demand is seen as a distinct trend on the part of motor car buyers toward the Knight engined cars which have proved their high standard efficiency.

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THE REPUBLIC MOTOR CO. OF CHINA.

30-32, Des Voeux Road C.

Spare Parts,  
Batteries,  
etc., etc.

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MICHELIN  
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MOTOR NEWS  
from Road & Showroom

## War Babies

The War Office has placed an order for a hundred Austin Sevens.

## Cooling by Chemicals

It is stated that the United States Air Corps has discovered a chemical compound for cooling engines.

## A Long-Distance Record

A Dunelt motor cycle has covered 25,000 miles on the Montlhery track without stopping the engine.

## Sports Model Omnibus

It is stated that a front wheel drive omnibus has been delivered to a London omnibus company by a Berlin firm.

## From All Angles

An electric revolving platform for the display of cars has been established in the Coventry showroom of the Singer Co.

## Curious

Compared with the carelessness with which people cross crowded streets, it is interesting to notice the fear with which they cross a deserted railway line.

## A Congo Automobile Club

An Automobil Club Congolais is reported to be in course of formation to bind together motorists in the Congo.

## Traffic Rules in Madrid

Vehicles and pedestrians have been placed on the same basis in Madrid. Attempts to cross streets without signals from traffic officers result in fines.

## U.S.A. New Cars

New car registrations in U.S.A. will go well over the 3,500,000 mark by the end of 1929, according to estimates made in Detroit. The unprecedented production and the influx of orders that are being received at the factories clearly indicate this, unless something unforeseen develops. Following are registration figures of new cars for the last three years: 1928, 3,184,272; 1927, 2,601,904; 1926, 2,184,107.

## Motor Cars in Canada

Twenty years ago there were only 3,003 motor vehicles in Canada; now the number owned and registered is 1,058,100.

## The Latest Bug

Known as the "Auto Red Bug," an electrically propelled two-seater capable of 12 m.p.h. and mailing from America was recently seen on the streets of London.

## Local Colour

The Italian Ministry of Communications has ruled that all cars in Italy must be painted an "electric green" colour inside and Veronese green outside.

## Carelessness at Slow Speeds

Of the accidents in London in the last recorded year, it is said that 57 per cent. occurred whilst cars were travelling at less than 10 m.p.h.

## In Straits Settlements

An official report recently issued shows that the number of motor cycles licensed in the Straits Settlements in 1927 was 2,367, as compared with only 1,512 in 1922.

## The Modern Tendency

The increasing popularity of overhead valves in motor cycles is evidenced by the output of one of the most famous firms in the industry. Last year their output was 40 per cent. side-valve and 60 per cent. overhead valve; already this year the output is 63 per cent. o.h.v. and 31 per cent. s.v.

## Real Enthusiasm

Mrs. Julia Haines, for some time past an enthusiastic motorist, took delivery on her ninetieth birthday of an Austin Seven. At sixty-two years of age she learned to ride a bicycle. Her son-in-law taught her to drive, and she is a well-known figure driving around Bournemouth. She recently confined a liking for speeds up to 50 m.p.h. so long as someone else was at the wheel, but she said that when she was driving herself she did not care to travel faster than 25 m.p.h.

## Pigmy Legions

It is reckoned that at least 50 per cent. of the cars on British roads are under 12 h.p.

## A Battery Point

A storage battery can deliver an amperage of twice its capacity or more for a fraction of a second, providing it is in good condition.

## Diesel Engine Development

According to Mr. L. T. Peckman, of the Chenglo Pneumatic Tool Co., motor cycles equipped with single-cylinder Diesel engine are being operated all over Europe.

## Body Scratches

It is important to apply an early treatment to scratches to preserve the body of a car. Scratches and cuts in the body finish, if left alone, might cause "sore" spots in the body metal, and, if neglected, rust will gather in the finish about the spot and eventually it drops off gradually to enlarge the affected spot.

## Hideous Publicity

Huge "human" figures and gigantic models of wine bottles and other articles are extensively used for main-road advertising on the Continent. It is to be hoped that the idea will never be adopted in Britain; in many places the roads are already sufficiently disfigured by glaring hoardings and sign-plastered stores.

## "An Example to the World"

"My experience in these courts is that the drivers of omnibuses in London show an example which is second to none in the world." This tribute was paid by Mr. Douglas Cowburn, the coroner, at a Cambridge inquest on John Charles Fuller, aged 40, a lamp-lighter, of Meyrick Road, Battersea, who collided with an omnibus while cycling in Wandsworth Road, S.W., and was fatally injured. Witnesses stated that Fuller came out of a side turning and gave the bus driver no chance to avoid him. The jury returned a verdict of accidental death, and, exonerating the driver, expressed the opinion that the accident was due to the recklessness of the cyclist.

## On Wholesale Scale

A garage to house 500 cars is being built in Bucharest.

## Quick Work

Within two hours of the liner "Lauretta" being berthed at Liverpool, nine Canadian visitors' cars had been landed, supplied with petrol, oil and British number plates and all formalities completed.

## 2,939 Cars Stolen

During the twelve months ended September 30, 2,939 motor-cars were reported stolen in the Metropolitan Police district, states the Home Secretary in a parliamentary reply.

He adds that 2,136 of the stolen cars were recovered within a few hours of their reported loss. Four hundred and seven persons were convicted of stealing cars, and ninety-five of receiving cars and parts.

## Vienna's Measure

Another step has been taken towards the modernisation of Vienna's traffic. The authorities are drawing up a new traffic order, which contains a prohibition of all horse-drawn vehicles in the Inner City, especially from the five to eight p.m.

This measure is necessitated by the increasing number of motor-cars which block the narrow streets of the Old City, particularly in the evening hours, when offices and shops are closing.

## Over Million Miles

A long-distance motoring record of 2,078,000 kilometres (1,200,438 miles) since 1897 is the unique accomplishment of the Frenchman, Charles Faroux, former billiard champion and chess player, according to figures just received through the Bureau of Information and Statistics of the French Chamber of Commerce in New York. M. Faroux's motoring record was established through a survey recently conducted by the journal "L'Auto" to determine how many pioneer motorists had exceeded the million kilometre mark. Second to M. Faroux, the survey showed M. Revore, chauffeur at Michelini's, at Clermont-Ferrand, to have motored 1,260,000 kilometres, and the sportsman Brission 1,120,000 kilometres.

## London's Hub

Hyde Park Corner is the busiest spot in London, with 69,903 vehicles every twelve hours.

## Novel Clock

The latest in motor clocks is being offered by a London firm in the shape of a gear lever knob.

## The Alternative

A daily newspaper correspondent wants to know how a man can avoid straining himself at lawn tennis. One method would be to take up motor cycling.

## Analysis of Oil

The usual method adopted to test oil of unknown make is to heat the oil to 400 degrees over a Bunsen burner; if there is no residue after two hours the oil may be considered quite good. To test for purity, leave the oil on polished copper for a few days; acid adulteration will stain the copper. For viscosity, place a little of the oil on a thick sheet of glass and warm the other side, when, if the oil is good, it should spread readily.

Finally, test for cleanliness by straining the oil through muslin and noting if there is any residue. Even these tests, however, will not tell you definitely whether the oil is suitable for use in a petrol engine. All motor cyclists should stick to manufacturers' recommendations and standardised oils.

## Removing Overhead Valves

When decarbonising an overhead valve-engine, the best method of removing the valves is to obtain a block of wood which will fit inside the cylinder head and thus retain the valve in the seat while the springs are depressed. If you have a special tool for depressing the valves, you should be able to manage with a forked lever which will bear on both sides of the spring cup, but will at the same time allow the stem to protrude freely. Possibly you could arrange this in such a manner as to employ the rocker spindle as a fulcrum. Care must be taken, however, not to strain the spindle. When the springs are depressed the split collar should be removed, and the valve then be released.

## Stolen and Recovered

Of 1,844 cars in the London area last year 1,700 were recovered.

## Busy Bus

An A.E.C. double-decker bus has recently averaged 43 m.p.h. for twelve hours at Brooklands.

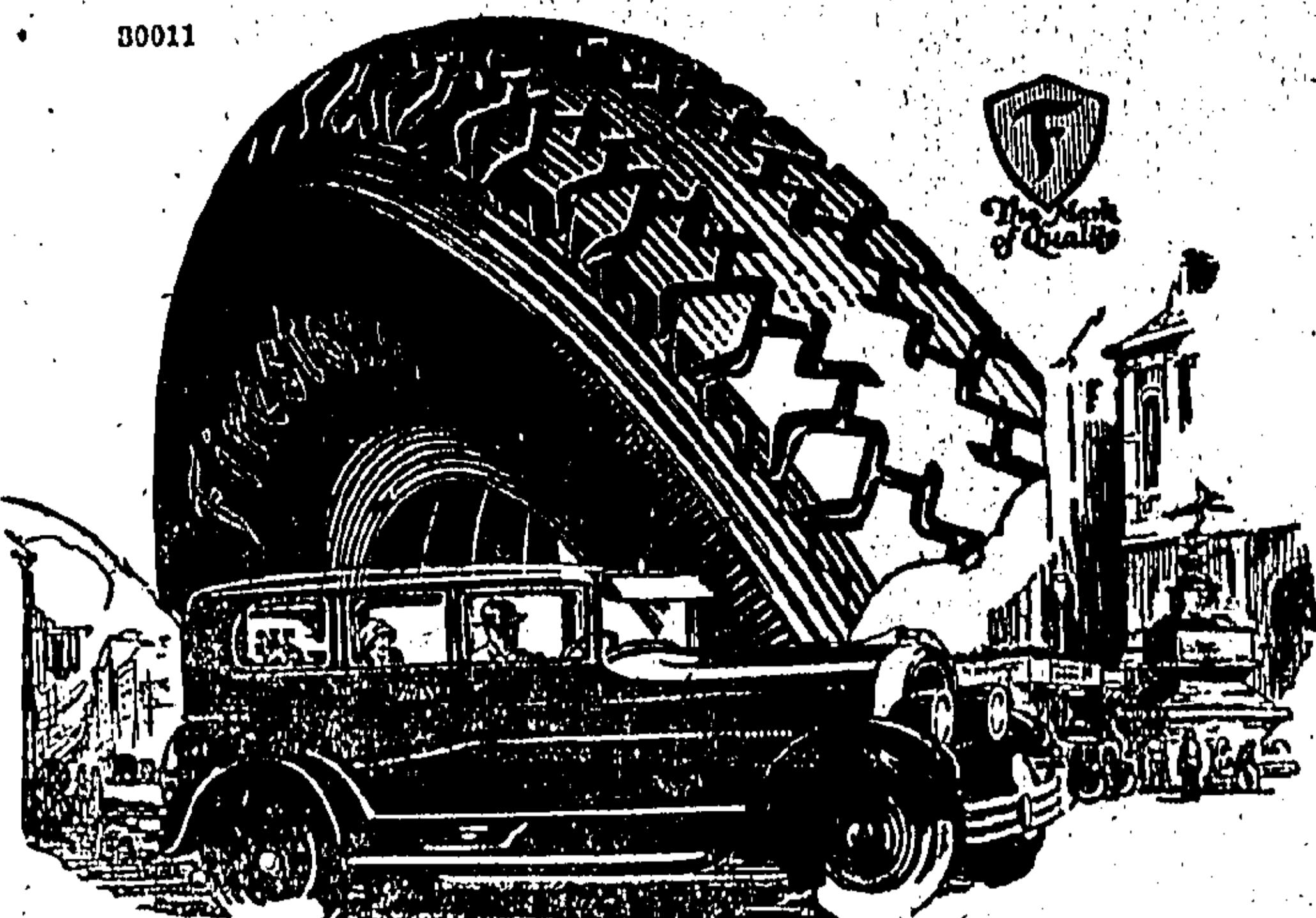
## Go Up One Place

A boy, when asked by his schoolmaster what Racer had contributed to the present position of Great Britain, replied, "T.T."

## Niceties of Hand-signalling

It is usually taken for granted that the hand-signal for "I am going to stop" is a raising of the

30011



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16 Nations have selected  
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This in addition to the following

NATIONAL CHAMPIONSHIPS

SCOTLAND IRELAND  
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HOLLAND SPAIN  
HUNGARY SWEDEN



#### THE DEGREE METHOD

The correct procedure in timing an engine by the "degree method" is as follows: Cut a large circle out of a sheet of stiff cardboard, and mark off its circumference in degrees. There are 360 degrees in a circle, 180 degrees in a semi-circle, and so on. Then make a hole in the centre and fix the disc on the engine sprocket. Place the piston at the top of its stroke and place a mark on the crankcase in such a position that the mark registers with the zero reading on the circle. By rotating the sprocket, the crankshaft can be set at any desired angle of degrees. In most cases it will only be found necessary to mark off the circumference of the degree disc in tens; that is, into thirty-six parts.

**DODGE NEW SIX SEDAN**  
**DODGE ROADSTER**  
**DODGE SENIOR SIX.**  
**DODGE TRUCKS & BUSES.**  
3/4-2 Tons.

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33, Des Voeux Road, Central.  
Telephone C. 5044.

#### LUBRICATION The Salient Factor in Operation

Effective lubrication is of decided importance in the operation of refrigerating machinery. Oil in any part of a cooling system will tend to reduce refrigerating efficiency due to its becoming so sluggish under the low temperatures involved as to form an interior lining in the expansion coils and materially affect the heat transfer.

Lubrication of refrigerating machinery is exceptional in that we must consider the action and effects of the lubricants upon parts not requiring lubrication as well as upon the actual wearing surfaces. As a result, considerable care and judgment must be used in selecting the lubricants.

#### Means of Lubrication Employed

Splash and pressure lubrication predominate in refrigerating compressors to-day. The latter is suited for the lubrication of both vertical and horizontal machines. The former, however, is more adapted to the vertical compressor.

The system involved for the lubrication of compressor cylinders, stuffing boxes and enclosed bearings will have a decided influence upon the grade of the oil that should be used.

It will, therefore, be of interest to study the principles involved in these methods of lubrication.

#### Splash Systems

Splash lubrication constitutes distribution of the oil at each revolution of the crank, the level in the crank-case being maintained just high enough to permit the crank to dip and splash the necessary amount of oil to the cylinder walls, etc.

Continued operation will result in the crankcase being filled with a lubricating vapour above the main body of oil, which will insure adequate lubrication of main, wrist pin and crank pin bearings as well.

Careful attention is necessary, especially when recharging the case with oil, to see that the level is not raised too high. The result would be churning by the crank, bringing about such violent agitation in the main body of oil as to oftentimes preclude effective precipitation of any impurities that may have gained entry. There would also be the possibility of loss of lubricant past the piston rings, with subsequent entry of an excess of oil into the condensing and evaporating parts of the system.

#### Piston Rings Must be Properly Adjusted

Another point to remember in this regard is that where piston rings are not sufficiently tight, if the crank-case contains too much oil or agitation is too violent, the excess which naturally will reach the cylinder walls will tend to work past the rings, as occurs frequently in an automobile engine.

This is often termed oil pumping. Not only is it wasteful, but especially in an ammonia compression system will it be a detriment, for oil in the refrigerating lines will impose an added load on the oil separator. Furthermore, if by chance the oil is not sufficiently low pour test there will be a possibility of its congealing within the system, reducing refrigeration to a marked degree.

#### Excess Oil a Detriment

Use of excess oil in a splash lubricated system will also involve the possibility of difficulty when draining and cleaning, especially where sludging has taken place.

Churning of certain oils in a crankcase will give rise to sludge formation if they have not been very highly refined. In part this is due to oxidation; it will be most probable where water is present or the oil is laden with foreign matter, such as dirt, metallic particles, or carbon.

It is, therefore, important to follow regular periods for cleaning, and to look carefully into the condition of the used oil, for this will very often indicate both the approximate suitability of the latter and the extent to which effective lubrication is being attained.

#### Pressure Lubrication

With many types of vertical or horizontal refrigerating machines, pressure lubrication is used with marked success.

With such a system, more accurate control of the amount of oil delivered to cylinder walls and compressor bearings is made possible. On the other hand, it may require more equipment, piping, etc., and frequent filling of the reservoir (where a mechanical force feed lubricator is involved) and more attention from the operator than where splash lubrication is employed.

One of the chief advantages of pressure-lubrication, however, is the possibility of effective filtration or purification of the oil where there is provision for circulation.

#### Mechanical Force Feed Oils Adaptable

Mechanical force feed lubricators are extensively used where compressor cylinders are to be pressure-oiled. Excellent economy will be attained by regulating such lubricators so that just enough oil

is delivered to maintain the requisite lubricating films, with the least amount of excess to drain off.

On many types of machines it is good practice to lubricate internal and external parts individually. In other words, using the mechanical lubricator with perhaps three outlets for cylinder and stuffing box service, and an independent gravity or mechanical pressure circulating system for all other bearings.

#### Requirements Involved

Mechanical force feed lubricators are especially adapted to cylinder and rod lubrication via the oil lantern, or oil recess within the piston rod stuffing box. By properly constructing a stuffing box with a load to come from the lubricator, it is possible to operate the piston rod continually through a ring of oil. In this way effective rod lubrication, as well as sealing against pressure, can be maintained.

#### Means of Lubrication Employed

Splash and pressure lubrication predominate in refrigerating compressors to-day. The latter is suited for the lubrication of both vertical and horizontal machines. The former, however, is more adapted to the vertical compressor.

The system involved for the lubrication of compressor cylinders, stuffing boxes and enclosed bearings will have a decided influence upon the grade of the oil that should be used.

#### It will, therefore, be of interest to study the principles involved in these methods of lubrication.

#### Splash Systems

Splash lubrication constitutes distribution of the oil at each revolution of the crank, the level in the crank-case being maintained just high enough to permit the crank to dip and splash the necessary amount of oil to the cylinder walls, etc.

To overlook or disregard the importance of such factors as the method of lubrication involved, the temperature in the expansion or refrigerating coils, the mechanical condition of the compressor, etc., and the location, type and efficiency of the oil separator may frequently lead to marked increase in maintenance costs and reduction in capacity.

Lubricating oil for service in an ammonia compression system, therefore, requires consideration of their pour test, and viscosity, for it is these characteristics which will be indicative of the extent and degree of success with which any lubricant will function, in accordance with the particular operating and constructional conditions.

#### Importance of the Pour Test

The most important characteristic of an oil for refrigerating machinery lubrication is that it shall remain fluid at the lowest temperatures to which it may be subjected during operation. These temperatures will be encountered in the expansion or refrigerating side of the system, or, in other words, beyond the expansion valve.

There are many oils, of course, which, by virtue of their base and degree of refinement, will not be able to withstand lower temperatures without congealing to a certain extent, depending upon the amount of wax that may be contained.

#### Congealment Will Involve Deposits

Congealment will mean that a film of oil will be deposited on the inner surfaces of the refrigerating piping to form more or less of an insulating medium which will prevent proper abstraction of heat from the compartment or medium which is to be cooled. If this is allowed to continue it is evident that the refrigerating capacity of the system will be reduced and ultimately it will be necessary to clean out these congealed oil deposits.

#### Water an Objection

In connection with this matter of possible congealment, consideration must also be given to water. It is essential that the oil at all times be practically free from water, otherwise this will freeze if carried over to the refrigerator coils, in which case it would probably remain in the system and result in a certain decrease in evaporative efficiency.

#### It is therefore necessary for the operator to use the utmost care in placing oil cans beneath snow-covered suction pipes, etc., or anywhere else where moisture might splash or drip into the contents.

An excess of water can readily cause so much trouble in the evaporator coils as to necessitate a shut-down of the plant until this is corrected.

An oil, to be suited to this class of service, should have a pour test sufficiently low to insure continued fluidity at the lowest temperatures prevalent in the evaporating side of the system. It should not congeal on the inner surface of the cooling coil, and there should be sufficient viscosity throughout the range of operating temperatures to enable it to serve at all times as an effective lubricant for the moving parts, as well as an adequate seal for the piston rings and compressor valves.

#### Filtered Mineral Oils Most Suitable

For such service a straight mineral filtered oil having a viscosity of about 100 to 150 seconds Saybolt at 100° degrees Fahr. will be necessary where the temperature in the refrigerating coil is below

100° degrees Fahr. Above this temperature, however, an oil of somewhat higher viscosity, i.e., 200 to 300 seconds Saybolt, will give more satisfactory results.

The purest grade of straight distilled mineral oil obtainable is always advisable in order that the above requirements will be adequately met. Oils of this nature will have a sufficient range of physical properties to lubricate compressors effectively under all normal operating conditions.

#### Requirements Involved

Mechanical force feed lubricators are especially adapted to cylinder and rod lubrication via the oil lantern, or oil recess within the piston rod stuffing box. By properly constructing a stuffing box with a load to come from the lubricator, it is possible to operate the piston rod continually through a ring of oil. In this way effective rod lubrication, as well as sealing against pressure, can be maintained.

#### Sealing the Stuffing Box

With compressors—using either ammonia or carbon dioxide, one of the most important factors is to maintain suitable stuffing box seals and properly lubricated piston rods.

Where ammonia is involved, it is necessary to remember that this chemical has a certain corrosive action upon copper and bronze. Stuffing boxes, for such service, are therefore built of cast iron or steel (as are other parts of the compressor) and metallic (babbitt metal) asbestos, or rubber packing is used.

#### How the Oil Lantern Functions

In some types of machines a hollow space or "oil lantern" is located between two separate sets of packing. This space surrounds the rod and is filled with oil. It not only serves as a seal to prevent loss or leakage of ammonia, but also as an effective means for piston rod lubrication.

Lubricant is usually fed to the "oil lantern" by means of a hand or automatic pressure oil pump.

Where the piston rod is efficiently lubricated, its surface will have a smooth gloss and be covered with a light film of oil; there will be no indication of overheating, and a relatively perfect seal will be maintained with a minimum of leakage.

In some types of double-acting machines, the "oil lantern" serves also as a means of introducing the lubricant to the compressor cylinder by allowing it to work past the piston rod packing. There is an added advantage to this method in that certain grades of packing, which might be reacted upon by ammonia gas, will be protected by the lubricant.

More usual practice in cylinder lubrication, however, is to design compressors for pressure lubrication using a positive oil pump or force-feed lubricator which is driven from the reciprocating mechanism through a suitable connection.

#### Force-feed lubrication is advantageous in that the amount of lubricant supplied to the compressor is dependent upon the speed of operation.

It is, therefore, dependable, economical and requires little attention on the part of the engineer, excepting when it is necessary to refill the lubricator. Thus, by careful adjustment and correction, it is possible to feed a definite quantity of lubricant at each stroke and at just the right time to be most effective.

#### Reclaiming Compressor Oils

It is practicable to reclaim oil from an ammonia compression system by installing an ammonia distilling apparatus. This device has the dual advantage of both recovering the oil and purifying the charge of ammonia to keep same in a pure anhydrous condition without interfering with the continuous operation of the plant.

Such equipment can be connected to the discharge line oil separator and the bottom of the liquid ammonia receiver, from which oil and other impurities may be drawn, for subsequent distillation of ammonia.

After all the liquid ammonia has been evaporated and returned to the suction line of the system, the oil can then be drawn from the bottom of the still using suction pressure for this purpose. Such oil as is drawn off will contain a certain amount of gas. It should, therefore, be set aside until the gases have freed themselves. The application of a little heat will assist this operation materially.

#### Location and Installation

The manner of location of the oil separator or trap is decidedly important. In general, it should be placed between the discharge of the compressor and the point of entry of the gas into the condenser.

In certain machines, a purge valve may be installed under the condenser to enable removal of any oil that may have passed the separator, due to the rush of hot gas preventing proper condensation and collection of the oil.

Oil will practically always be atomized to a certain extent by virtue of the heat of compression which is prevalent. This oil vapour will naturally tend to pass into the system with the refrigerant, to condense and remain in the colder parts, unless it is effectively removed before it enters the condenser.

In consequence, the location of the separator should be carefully studied. It is always advisable that it should be of sufficient size to allow of ample reduction in the velocity of the gas in order to permit of effective separation.

Where faulty separation may occur, it is well to use an oil of as low an atomizing tendency as possible. Low atomizing tendency will usually accompany high viscosity. The effect of a heavy oil would, therefore, solve the problem to some extent. In general, a viscosity of from 200 to 300 seconds Saybolt at 100° degrees Fahr. will meet these conditions satisfactorily.

The efficiency of an oil separator can be readily checked by comparing it with the amount fed to the compressor.

the amount of oil removed from it with the amount fed to the compressor. Any extensive difference would indicate that the oil is not being entirely removed or trapped. Allowance, of course, should be made for oil leakage around the stuffing box, although to just what extent this may occur will depend on the individual installation, the care given to lubrication, and the original viscosity of the oil.

#### Sealing the Stuffing Box

With compressors—using either ammonia or carbon dioxide, one of the most important factors is to maintain suitable stuffing box seals and properly lubricated piston rods.

Where ammonia is involved, it is necessary to remember that this chemical has a certain corrosive action upon copper and bronze. Stuffing boxes, for such service, are therefore built of cast iron or steel (as are other parts of the compressor) and metallic (babbitt metal) asbestos, or rubber packing is used.

#### How the Oil Lantern Functions

In some types of machines a hollow space or "oil lantern" is located between two separate sets of packing. This space surrounds the rod and is filled with oil. It not only serves as a seal to prevent loss or leakage of ammonia, but also as an effective means for piston rod lubrication.

Lubricant is usually fed to the "oil lantern" by means of a hand or automatic pressure oil pump.

Where the piston rod is efficiently lubricated, its surface will have a smooth gloss and be covered with a light film of oil; there will be no indication of overheating, and a relatively perfect seal will be maintained with a minimum of leakage.

In some types of double-acting machines, the "oil lantern" serves also as a means of introducing the lubricant to the compressor cylinder by allowing it to work past the piston rod packing. There is an added advantage to this method in that certain grades of packing, which might be reacted upon by ammonia gas, will be protected by the lubricant.

#### Force-feed lubrication is usually a means of introducing the lubricant to the compressor cylinder by allowing it to work past the piston rod packing.

More usual practice in cylinder lubrication, however, is to design compressors for pressure lubrication using a positive oil pump or force-feed lubricator which is driven from the reciprocating mechanism through a suitable connection.

## CAR EVOLUTION

Pride Of British Achievement

## INTERESTING REVIEW

(Continued from December 22.)

The rapid development of the motor bus using motor, unparalleled in any other industry, made both sides realise that chassis builder and coachmaker must work together, hand in hand and side by side, if real progress was to be made in production of the finished vehicle. Consequently the motor manufacturer developed his wood working shops to build bodies for the chassis he produced in the machine shops. Also the motor works manager began to think in complete vehicles in place of thinking of chassis first and bodywork second in his instructions to the designer of automobiles. This combination of effort led to the substitution of metal for wood wherever possible, due to the engineer dealing with and knowing more about that material than timber. Also as metal parts were often lighter and stronger than wooden ones, the tendency grew greater and greater to use as little wood as possible in coachwork body construction.

## Standard Coachwork

At this stage it was not easy to adopt standard patterns of body-work as standard parts for construction of the chassis details. So coachwork began to be made up on jacked patterns and turned out by machine in larger numbers and very rapidly.

With this development a much improved vehicle for the road was produced as the method of construction adopted helped to lessen the cost, so the savings were available to be expended on improvement in fittings and equipment.

Each year since coachwork has been produced from factories turning out multiple units at high speed, instead of individual purpose-made bodies, the British carriage builder has created improved designs that have become the reigning fashion throughout the motor world.

At first open touring bodies prevailed in greater numbers for passenger cars, while, until the chassis builder of the commercial vehicle specialised in that branch of the motor business as distinct from the private passenger carriage, commercial coachwork was chiefly hackney cabs and light vans.

From 1906 onwards, however, the private car chassis and the commercial vehicle chassis were gradually getting further apart, the former developing higher speed on the road, and the latter being made bigger and stronger to carry greater and heavier loads.

The result was that in the British motor factories body work design was restricted practically to private

kets abroad.

It was successful in getting the major share of its home markets as the following figures of the production and sales of British motor vehicles show:

## Output of British Manufacturers

Year	Production	Chassis	Commercial
1913	44,000	35,000	11,000
1922	73,000	50,000	17,000
1923	88,000	60,900	21,604
1924	132,000	105,408	26,532
1925	153,000	121,000	32,000
1926	180,000	138,500	41,000
1927	211,780	164,553	47,227
1928	211,877	165,952	46,626

## Export Expansion

During the first eight months of 1929, motor vehicles, chassis and parts, to the value of over £7,000,000 have been exported to all parts of the World, an increase of over 25 per cent. on the corresponding period of the previous year.

With the progressive improvement of roads, the great help provided by the Dominion Governments of Australia and New Zealand, and a rapidly growing appreciation that there is now a range of British vehicles backed by improving service, and suitable for every purpose and purpose, it is certain that the next few years will show a vast expansion of export without which it is realised there can be no lasting stability for any essential national industry.

It is generally recognised that the future stability of the British motor industry depends on a progressive expansion of overseas markets and the British Manufacturers' Section is making extensive efforts to assist the individual activities of their members in this connection.

There is undoubtedly growing in the minds of the public, both at home and in the Dominions and Colonies, a conviction that the natural sentiment to buy British transport can also be combined with the material business consideration that British motor transport is, without question, cheaper and better in the long run.

Recent British achievements on land, sea and air have emphasised in a most convincing manner the skill and resource of British designers and the craftsmanship of British workers.

The achievement of Major Sir Henry O. D. Segrave in driving the Golden Arrow at the hitherto unparalleled speed of 231 miles per hour, to beat the previous World's land speed record, was more than a demonstration of the skill and courage of the driver and the endurance of the machine.

It was the British Motor Manufacturers' proud challenge to motor manufacturers of all nations.

## Air, Land and Sea

Every item in the construction of this marvellous piece of craftsmanship was manufactured in Great Britain. All the components were made by British accessory manufacturers. Its splendid victory made all the world proud to own British-made motor vehicle.

Another magnificent achievement was that of Captain Malcolm Campbell who piloted his 1,000 h.p. Blue Bird at an average speed of 218 miles per hour, and produced a new world record speed for the five kilometres and five miles distances. This feat also placed the predominance of British workmanship, design and materials beyond question.

Added to these achievements were the successes of Sir Charles Wakefield's speed boat "Miss England," the British aircraft flight to India, and the unparalleled speed of the modern seaplane, successes made possible only through the efforts and experience of the pioneer British motor engine manufacturers.

These sporting adventures with their mixture and spice of danger, high speed, reliability and endurance almost to breaking point, should make owners of British motors proud in the knowledge that they have the best available workmanship and value in their machines.

Such high performance is only obtainable by having the best of everything.

In 1927 the British Manufacturers' Section was formed as part of the International body, the Society of Motor Manufacturers and Traders, but with separate executive powers to take action where necessary on questions which mainly affected the interests of British manufacturers.

This section has now the support of virtually the whole of the manufacturing industry in its intensive efforts to assist the British Motor Trade at home and abroad. It has recently opened branches in Australia, New Zealand and South Africa.

The Industry's Wide Scope  
The results of these co-operative and individual efforts are already apparent, but so far, we have only touched the fringe of the great possibilities of the motor industry. It is rapidly becoming realised that whether for private or commercial uses, there is no reason today why the public should look beyond the British motor vehicle, equipped with British tyres and accessories, for the industry can meet every requirement.

It can supply a cross-country agricultural self-track-laying tractor; an armoured car, a racing speed machine, a fire engine; a private carriage, a light van, or a multi-wheeled commercial goods-carrying vehicle; all types of infinite variety of powers and carrying capacity and at prices from one hundred pounds upwards.

Needless to say, all these motor vehicles are built with that British finish which is the recognised standard of the best workmanship and materials for the whole world.

## Future of the Industry

With infinite resources of men, material, science and capital who shall put a limit to the possibilities of the immediate future?

All indications justify the claim that the British motor industry has now emerged successfully from the troubles inseparable from the drain and strain of the period of reconstruction necessarily following upon the great national effort of the War.

The stage is set for an era of expansion throughout the Dominions, the Colonies and the World. British Motor Manufacturers were never more determined to do their best not only as a matter of pride of achievement and for the welfare of the industry, but in order that they may play their part in maintaining British commercial prestige.

In this task of building up the prosperity of industry there can be no doubt that British Motor Manufacturers will have the active support of every man and woman who shares their ideals.

Whatever individual fancy may direct in the choice of a vehicle, the potential owner cannot do better than "Buy British."

The foregoing pages have shown that the British manufacturer, together with the skilful efforts and intelligence of the British workman, can produce motor vehicles of every price class to equal if not surpass those of any other country.

If, as the industry believes, the British public will do its part, not only will it obtain the very best value for every pound it expends, but also will provide increasing employment for British workmen. This in itself is a very urgent need, and, when satisfied, will aid in the reduction of taxation and materially assist in the much desired renewal of national prosperity.

With a full knowledge of the story of the British motor industry as contained in this brochure, it cannot be doubted that the motoring public will in future desire to share in our "pride of achievement" and determine to "Buy British."

Model	Price
114" Wheelbase Marquette Models	£1,470 to £1,600
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124" Wheelbase Buick Models	£2,240 to £2,275
132" Wheelbase Buick Models	£2,195 to £2,890

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Hauling costs must now be revised...since the introduction of the new Chevrolet Truck. The longer you drive it—the more work you give it to do—the more you will understand why it is acclaimed the outstanding Truck of Chevrolet History.

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## SURPRISE VICTORY

Club Beat Royal Navy At Rugby

### ALL 5 TRIES UNCONVERTED

Contrary to expectations, the Hong Kong Football Club (Rugby section) defeated the Royal Navy yesterday in the first match of the annual triangular tournament, in which the Army also competed. The Civilians were good value for their victory. They rose to the occasion, led at half-time and, when the Senior Service looked like turning the tables, they clinched the issue by further scoring, finally running out winners by four tries (12 points) to a dropped goal and a try (7 points), after a gruelling game on a rather hard ground.

The attendance at the Club ground in Happy Valley yesterday was a big one for local rugger matches. Some very enthusiastic and critical spectators saw the start, prompt to time, at 4.15 p.m. Teams—

H.K.F.C. (Rugby section):—R. J. Grier, Rev. H. V. Koop, J. D. H. Hutchinson, G. P. Lammert, I. Goldman, G. A. Plummer, J. L. Bonnar, D. A. Milne-Day, A. D. Sutcliffe, W. F. Peers, F. R. Burch, E. R. West, B. P. Massey (captain), J. A. E. Kendrew, B. L. Stock, Royal Navy:—A. B. Webb (H.M.S. "Cornwall"); Aircraftman Meacock (H.M.S. "Hermes"); Aircraftman Massey ("Hermes"); Midshipman Buckley ("Cornwall"), Marin.

McKay ("Cornwall"); Lt. Fenton ("Hermes" captain), Stoker Sayer ("Cornwall"); Lt. MacLean ("Cornwall"), Midshipman Griffiths ("Cornwall"), A.B. Knott ("Cornwall"), E.A.R. Lee ("Cornwall"), Stoker Ronch ("Cornwall"), A.B. Paddon ("Petersfield"), Sto. P.O. Shute ("Scraper"), E.R. Hammond ("Hermes").

Referee: Captain Deakin.

### Better Combination

It is easy to be wise after the event but, on comparison, the Royal Navy XV did not seem to be as effective as that which represented "Cornwall" in the successful encounter with the Club the previous week. The Club made changes and these were for the best, as they tended to a distinct advantage in combination, which factor just about made the difference in yesterday's teams.

Thanks to a combined effort by the scrum, Bonnar scored the initial try for the Club when the first session was about half way through. Shortly before "lions", Koop added the second. After the change of ends, McKay reduced the deficit by dropping a nice goal for the Navy from far out and the match became very exciting. Goldman increased the Club's lead with the third try but Buckley came back with one for the sailors towards the end; and Goldman rotated a minute or two after the final whistle, leaving the Club worthy winners of a close struggle.

### A Chance Missed

A series of determined forward rushes by the R.N. were the feature of the first few minutes. The Club were away once but Webb, who played soundly and smartly throughout, broke up a promising movement.

Buckley was seen in a dashing run but was downed by resolute Club defenders. From this point Lammert passed to Goldman but Webb gained possession and coolly found touch with a big kick.

Some sturdy passing was done by the Club in opening out the play. From the right the leather travelled to Lammert, who beat two men and essayed a drop goal, but just failed. Grieve showed up with confidence (which was maintained throughout) when the Naval three-quarters attacked. From the left, the ball was swing along the line to Hutchinson—who appeared to hold on just a shade too long in attempting to draw the defence. The pass to Koop was a trifle late and the Navy saved.

### The First Try

Goldman almost got through with a fine run but was well tackled by Webb at a critical moment. Then the Club looked like scoring several times during five minutes' hot pressure in which the forwards did well. At last Massey's men pushed the ball inch by inch ahead—and over—for Bonnar to dash up and score the first try. Goldman's place kick went just wide.

Back came the Navy and the slight superiority of their forwards—who made full use of their pull in weight—began to tell its tale. The Club were kept in their half for a time. Thanks to more effort,

## CHINESE NEW YEAR

### Foreigners To Join In Official Reception

#### TANG SENG-CHI DENOUNCED

Nanking, Yesterday.—The Belgian Counselor, M. Silvererius, the Polish Delegate, M. Bwoydenthal, and the Czechoslovakian Delegate, M. Jenizde, have signified their intention to leave Peking on December 31, and the Japanese Counsellor, Mr. Shigematsu on the same date for Nanking, to participate in the National Government's New Year reception.

Canton, Yesterday.

Yen Hsi-shan wires to the Central Government that Generals Wei Yi-san, Liu Chui-yu, Sun Tien-yan, Wang Chia-yu, Wang Chun, Han Fu-chu and Yang Shen-chi—all are desirous to the Kweichow Chairman, Mao Kwang-hsing, Admiral Shu-chuang, all warship commanders, Shantung commanders, and Hupeh Provincial Government in their telegram, offering support to the National Government and denouncing Tang Song-chi—Canton News Agency.

alive heeling in the scrum, the Naval halves had a number of opportunities but the three-quarters somehow lacked cohesion. The Club backs shone at this stage in shrewd defence tactics.

At this period the Club three-quarters excelled in passing along the whole line but the Navy continued to have the better of the scrums and the Service, forwards were superior at footwork in the loose.

### Royal Navy's Goal

Came another flash and the Club halves swung the ball out to the left. Hutchinson beat more than one opponent and—after drawing the defence—passed to Koop who eluded McKay to notch the second try, not far from the corner flag. Goldman had a very difficult kick and failed to convert but the Club were six points up at half time.

Early in the second half the Naval forwards gained ground several times and threatened imminent danger. Hutchinson tried to relieve with a kick which failed to find touch and McKay, gathering with precision, ran up to drop an excellent goal, the bell sailing high over the bar to the accompaniment of cheers from the Naval men in the stand.

The Club launched a counter-attack but the three-quarters lost their form for a while. The passing was apt to be erratic and the taking was faulty. In contrast the Naval backs improved and were speedy and hard to hold.

### Massey Shine

Sayer and Fenton were a splendid match for Bonnar and Plummer behind the scrum and all four halves distinguished themselves at a period full of interest. Knott was in the thick of the fight and Massey set a heroic example to his colleagues by stubborn tackling and good all-round play.

The right wing of the Service side was better but it was still the left which gave the Club's supporters most anxiety.

After being baulked by opponents who particularly marked him and his partner (Goldman), Lammert dribbled in workmanlike manner as the prelude to a fine opening made by Plummer, who gave to Goldman, and the latter scored the third try—far out. This was also unconverted.

Buckley and Fenton did great things in a forlorn hope to turn the tide. Just when the Navy looked like going over someone would stumble; this occurred more than once. In desperation Sayer tried for a dropped goal but missed the mark.

### Rapid Scoring

Another forward rush by the Navy saw Plummer fighting like a tiger to repel them but the sailors were not to be denied and Buckley reduced the Club's lead to two points again by getting the Navy's only try.

Hammond was entrusted with the kick but it failed to get the two points necessary for a tie.

About a minute afterwards Goldman had an opportunity. He dribbled up, then punted ahead and ran over to "score" the last try—which was really a spectacular effort. This try was also unconverted and the final whistle came shortly afterwards.

## CHINA & MEXICO

### Extraterritorial Rights Surrendered

#### OFFICIAL CORRESPONDENCE

Nanking, December 22.—It will be recalled that the Sino-Mexican Treaty of Commerce of 1889, by virtue of which Mexico enjoyed extraterritorial rights in China, expired on November 30, 1928. In June, 1929, Mr. Frank W. Lee, Chinese Minister to Mexico, requested the Mexican Government to make a formal declaration surrendering such time-expired extraterritorial rights. On October 31 he repeated his request and assured the Mexican Government that pending the conclusion of a new Treaty between China and Mexico, the Chinese Government would accord full protection to Mexican nationals in this country. The request was favourably received and, on November 12, Mr. Genaro Estrada, Under-Secretary for Foreign Affairs, formally informed Mr. Lee of the surrender of extraterritorial rights hitherto enjoyed by Mexicans in China. The following notes were exchanged between Mr. Lee and Mr. Estrada:

#### CHINA'S NOTE TO MEXICO

Mexico, October 31, 1929.

"Sir,—In reference to my note

Number 534 of June 21, 1929, and Your Excellency's cordial reply, Number 944 of July 22, 1929, I have the honour to express my Government's deep appreciation for this friendly manifestation of sympathy with China's firm intention to abandon extraterritorial rights and to further state that as the extraterritorial rights of Mexican Nationals in China formerly depended upon the 'most favoured nation' clause in Article I of the Treaty of 1889, and whereas the said Treaty expired November 30, 1928, therefore Mexicans can no longer claim extraterritorial rights in China.

"Now that China is endeavouring to renew relations with all countries on the basis of equality and reciprocity, and in view of the fact that Mexico is a leading advocate of the right of every nation to make laws and exercise jurisdiction over all persons within its own territories, the Government of China herewith officially requests the Government of Mexico to make a public declaration in that Mexico has no intention to seek heretofore extraterritorial rights in China and by such declaration thereby to express publicly, at a time most advantageous to China, the Mexican Government's complete sympathy with China's aspirations to exercise sovereign jurisdiction as a free and independent State.

"Pending the conclusion of a new Treaty between China and Mexico, I have the honour to declare to Your Excellency that Mexican citizens in China will be extended full protection for their persons and property, under the laws and judicial tribunals of China, without discrimination of any kind, and to the same extent as that granted to any other foreigners, and desire Your Excellency's assurance that the Mexican Government will continue to extend similar protection to the Chinese in Mexico, without discrimination.

"I avail myself of this opportunity to renew to Your Excellency the assurance of my highest and distinguished consideration.—Chinglin Frank W. Lee."

## MEXICAN CONSUL

### Office To Be Permanently Closed

#### MR. CASTILLO GOING AWAY

Mr. Pablo Castillo, Consul for Mexico, informs the "Sunday Herald" that, having been ordered to take charge of the Mexican Consulate-General at Yokohama, he will close the Mexican Consulate in Hong Kong on December 31, 1929.

Mr. Castillo will have no successor here and accordingly the local Consulate will be permanently closed by the Mexican Government after the end of this year.

ed in the efforts and legitimate aspirations of the respective peoples.

"My Government is perfectly aware of the circumstance that Mexico has no direct interests, official or private,

in Chinese territory, although on the contrary, China does have a colony of quite a large number in Mexico;

and although both countries are

co-operating on the Pacific coast in

the future increase of their trade and activities of all kinds, at present

there exist no political interests that

might determine any interested action

of my Government in offering to

China co-operation for the re-

ognition of her perfect international

person, yet she has resolved to act

upon it from the highest viewpoints of law and equity.

"Therefore in compliance with the

instructions on this matter given by

the Hon. President of the Republic,

I have the honour to state to Your

Excellency that the Government of

Mexico has no intention to discuss

the rights of China to adopt the

laws that harmonise with her people,

nor to demand in the future ex-

tension of its jurisdiction in that

country.

"My Government will continue to grant to Chinese citizens in Mexico the same protection

as is given to all persons resid-

ing in her territory, to all persons

resident in Mexico, without dis-

crimination of any sort and to the

same extent as that granted to any

other foreigners."

"I avail myself of this opportunity

to renew to Your Excellency the as-

surance of my most distinguished

consideration.—G. Estrada.

—Canton News Agency.

## CHINA AIR MAIL

### New Services Commence At Shanghai

#### REMITTANCES OPENED

Canton, Yesterday.—Canton, December 22.—The Kwantung General Post Office yesterday afternoon at the Hop Yat Church, Bonham Road, between Dr. Au King, eldest son of Dr. and Mrs. S. C. Au, and Miss Wong Man-ying, third daughter of Mr. and Mrs. K. S. Wong. The Rev. Cheung Chuk-lung performed the ceremony.

The bride arrived at the Church charmingly attired in white satin and carried a bouquet of white roses and maiden-hair fern. She was attended by her sister, Miss Wong Man-hing, as bridesmaid, who was dressed in violet satin trimmed with silver lace. She carried a bouquet of pink roses and maidenhair fern. The flower girl was Miss Ho Wal-yu, and the page was Master Li Kwok-ching, who wore a uniform of blue and white satin.

The bride was given away by her father, and the duties of best man were carried out by Dr. Lai Kwok-yuk.

A reception was held after the ceremony at the Hong Kong Hotel roof garden, where a large party of friends gathered to offer congratulations to the bridal pair.

—Canton News Agency.

## CENTRAL BANK

### Business To Resume Shortly

#### SITUATION NORMAL

Canton, Yesterday.—Canton, December 22.—It will be remembered that the Branch Central Bank in Shikukwan was removed to Canton during the outbreak of war, thus causing the suspension of business ever since.

As the situation is now normal, Mr. Wong Yuk-fong, the Manager, acting under the instructions of the Chief Manager, proceeded yesterday with his staff to Shikukwan by the Yuet-Han Railway with the object of re-opening the bank office shortly. —Canton News Agency.

## RED PROPAGANDA

### More Promises By The Soviet

#### AU-WONG

The marriage was solemnised yesterday afternoon at the Hop Yat Church, Bonham Road, between Dr. Au King, eldest son of Dr. and Mrs. S. C. Au, and Miss Wong Man-ying, third daughter of Mr. and Mrs. K. S. Wong. The Rev. Cheung Chuk-lung performed the ceremony.

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A reception was held after the ceremony at the Hong Kong Hotel roof garden, where a large party of friends gathered to offer congratulations to the bridal pair.

—Canton News Agency.

## CHINESE WEDDING

### Two Well-Known Families Unite

#### NOTE TO BRITAIN